

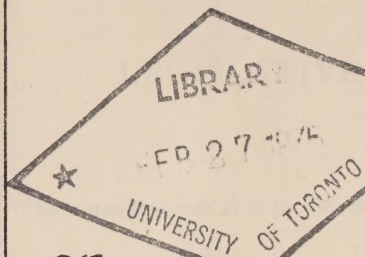
GOVT. PUBNS



Digitized by the Internet Archive
in 2022 with funding from
University of Toronto

816s

S-70



Ontario

(43)

Ontario, Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF LABOUR

Standing Resources Development Committee

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Tuesday, October 29, 1974

Afternoon Session

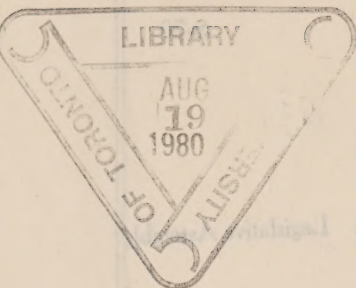
Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974

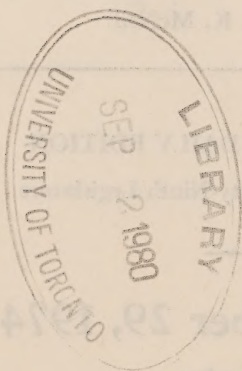


10



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).



LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, OCTOBER 29, 1974

The committee met at 3:10 o'clock, p.m.

ESTIMATES, MINISTRY OF LABOUR (continued)

Mr. Chairman: Vote 2101, item 1.

Mr. T. P. Reid (Rainy River): I see no point in waiting, because people will start filtering in.

Mr. Chairman, we were still speaking about policy. There are two things I want to raise—one I raised in my opening remarks, but on which I want to expand, related to government policy.

First of all I want to talk about a cost-of-living adjustment clause. I think there is some kind of responsibility on the minister's part to have something to say about this. I don't know if the minister is aware of the article on the financial page in this morning's *Globe and Mail* in regard to cost of living adjustments, entitled "Studies Suggest Cost of Living Escalator Reduces Industrial Tensions." We all agreed last night that one of the main problems in the next two years in regard to industrial relations is going to be—already is, for that matter—inflation and its effect on workers' real wages.

This article by Mr. Kelly and Mr. Kumar of Queen's University indicates that this is going to be one of the main problems of industrial tensions. And secondly, were there some kind of standard cost-of-living adjustment clause in most contracts, it would go a long way towards easing the tensions and cutting down on the number of strikes and hostilities in the industrial field.

I don't have a list of the present research projects of the Ministry of Labour; I would hope that one of your officials with you has that list. But I would like to ask—has there been any study of cost-of-living adjustment clauses within your ministry? If so, are you prepared to present some guidelines or to give wide public knowledge to what conclusions your research has come up with? Second, what do the minister and his advisers feel can be done to ameliorate the situation—because obviously the cost of living and in-

flation are the main problems that are going to be met in all contracts this year and next year?

Hon. J. P. MacBeth (Minister of Labour): Thank you, Mr. Chairman.

I don't know, Mr. Reid. We'll ask one of the officials here in a minute what tabulation we have. As you know, all the contracts are filed with our ministry; whether they have gone through them and seen how many of them contain cost-of-living clauses, I'm not sure. We'll ask them.

My own thought on it is that cost-of-living clauses are in themselves inflationary. So, if you automatically have cost-of-living clauses in all of these things I don't know how you'd put an end to inflation.

Mr. R. Haggerty (Welland South): So it's profits in a sense that—

Hon. Mr. MacBeth: I know. That's right. And I'm not holding out here any brief for the manufacturers. I think the kind of profits, particularly when they talk percentage profits, are just as inflationary or more so.

Mr. Haggerty: Like Shell; \$119 million profits above last year.

Hon. Mr. MacBeth: Well, that's right. So, it seems to me in theory that if we are complaining about the inflationary effects of the cost of living that come out in favour of a cost-of-living programme in all contracts might simply aggravate the problem rather than help it.

Mr. Reid: That's not your final word, surely?

Hon. Mr. MacBeth: No, no. But I think your question was: "Are we in favour of putting them into all contracts or legislating them in?" or something of that nature. Am I wrong in that?

Mr. Reid: I wouldn't go so far as saying that. This study—and I haven't seen it, I'm quoting from the *Globe and Mail*—it says.

Dealing with cost-of-living escalators, the paper states that if inflation were higher than anticipated, wages would rise

with or without cost-of-living allowance (COLA). The only difference would be the speed with which they are adjusted.

But if there were a moderation in the rate of inflation, COLA-adjusted wages would rise more slowly, reinforcing the downward trend in the rate of inflation.

I don't pretend to be that much of an expert but I can make a judgement on whether that's true or not. But I can wholly agree. I gather from the minister's comments that he feels that wage increases are inflationary, holus bolus.

Hon. Mr. MacBeth: I suppose that is correct.

Mr. Reid: I don't entirely agree with that.

Hon. Mr. MacBeth: We're not talking about wage increases. We're talking about automatic cost-of-living increases being built into the contract. I say if they're automatic—

Mr. Reid: You understand that when you have 12 and 14 per cent inflation and your increase is only 10 per cent, you are, in real terms, falling behind. This is going to cause a heck of a lot of problems and I would imagine it is going to cause a great number of wildcat strikes in particular, unless these kind of things are built in. Because every time you go to the store it's costing you more money and you are, in fact, getting paid less.

I think it's incumbent upon the ministry to say, "These are the parameters in which you're working and here's what we would suggest."

I don't suggest you start writing contracts between companies and unions, but it's very difficult, especially for the smaller unions or even unorganized workers who are bargaining for a new wage rate, to have any information that they can rely on—and the same for companies, for that matter.

Hon. Mr. MacBeth: Really, if we advised that the COLA clause should be included then are we not saying: "All right, this is what you start off with and then you bargain for wage increases on top of that"? This is what I talked about as being inflationary.

Mr. Reid: This is what all the people who are in the strongest position like the steel workers, the auto workers, are in fact doing.

Hon. Mr. MacBeth: They're doing it, right. They're bargaining for it.

Mr. Reid: And it is always the people who are on the bottom end of the scale who get the dirty end of the stick.

Hon. Mr. MacBeth: But they're bargaining for these things. If we wanted to make a direction on it I think that becomes—Certainly, I don't think you're asking us to legislate it?

Mr. Reid: No.

Hon. Mr. MacBeth: Now if we gave some direction it would take one of management's bargaining tools away from them. So that you say: "All right, the government recommends that COLA should be automatic. Now let's start from there. Then we go." This is what I say is an inflationary sort of thing.

Mr. Reid: You're starting from a presumption. I'd like to know what it is based on. Why do you say it is inflationary? All it's doing is keeping pace with inflation.

Mr. E. J. Bounsall (Windsor West): It's less inflationary than a wild guess that might turn out to be high.

Hon. Mr. MacBeth: Not if you include increased wages as well. In other words, COLA plus increased wages.

Mr. Reid: All right, but you have the opposite situation. If I'm a worker and I'm bargaining and my company, General Motors, won't give me a COLA clause—

Mr. Haggerty: I prefer 7-Up.

Mr. Reid: I say: "All right, on the basis of the preceding two years I'm going to suggest that inflation is rising at a level of—let's say—15 per cent, a nice round figure, therefore, I'm going to insist on my wages being increased at least 25 per cent or 30 per cent per year. I'm going to take a guess that next year inflation is going to be at least 15 per cent or 20 per cent, so in a two-year contract I'm going to want 40 per cent the following year."

This is, in fact, what is happening and this study apparently suggested the same thing—that these wild and uneducated guesses are really going to lead to a higher degree of inflation than if there was some kind of indexing or COLA clauses in them. In fact, if something does happen some economists are predicting that come next spring we're going to have a down turn or a moderation in the rate of inflation—but if I'm working on 15 per cent or building in a factor of three or five per cent to protect myself, isn't

that much more inflationary in fact than if I'm indexing it, such as we do with mother's allowance and those kind of welfare cases?

Hon. Mr. MacBeth: It could be, on last year's experience. But what's happened is the people who didn't have automatic cost-of-living increases have lost out this year because inflation has been greater than they anticipated. So, there has been a drag this year. Now on the basis of this year's experience, it is anticipated that next year inflation will probably be greater. So I think it depends on what year you're basing your wild guess. It could be quite right.

Mr. Reid: My first question was, do you have any—just within the ministry—do you have anything to support one side or the other, or are you firing in the dark?

Hon. Mr. MacBeth: I'll ask Mr. Johnston.

Mr. R. D. Johnston (Deputy Minister): You have asked perhaps two or three questions, and in a minute I'm going to ask Mr. Kinley to respond, as to what information we have and how we've made it available and whether or not one can form any conclusions from it, which is probably the more difficult part of your question.

I'd just like to inject a note about the collective bargaining process in the sense that one of the advantages of the collective bargaining process is that it permits the parties to tailor the settlement to the particular company or industry that they happen to be in. What may suit one set of parties wouldn't suit the next. In that sense, it's a more sophisticated method of setting working conditions than legislating it through employment standards or in some other way. A cost-of-living escalator may make a lot of sense in some industries and certainly the prevalence of them is increasing.

If you look back, for a period the parties were getting rid of the cost-of-living escalators about five or six years ago. So, it depends partly on the nature of economy at the time; it isn't necessarily something that the parties seem to want on an indefinite basis. Obviously, some companies are better able to pay on an indefinite basis whatever a COLA clause would require and others, because they can't pass the costs on so readily, might not be able to.

The other thing I would say is that on the statistics that we've seen on settlements in the first half of this year, the settlements are running ahead of the cost of living,

they're running in the order of 14 to 15½ per cent on one and two-year agreements.

Mr. Reid: Is that over and above the rate of inflation?

Mr. R. D. Johnston: Yes.

Mr. Bounsall: Is that per year or each of those two?

Mr. R. D. Johnston: Per year. Now Mr. Kinley can give you a little bit more information on what data we have and what we're doing with it.

Mr. J. R. Kinley (Director, Research Branch): We did earlier this year produce what I believe was a complete tabulation of cost-of-living clauses that made available data on almost every aspect of them except the CAP, as I recall. We didn't have that available on the computer and it's a terribly time-consuming job to get it out. That came out sometime in April and it was quite widely circulated, in the bargaining community anyway.

The second run of that same data came off the computer in the past two weeks and we have been working on plans as to how we'll present it. Between now and the end of the year, I think two or three reports will come out on it. So there is information available.

In addition to that, of course, the collective agreements library is there for everybody to look at and see how it is being done. That information has been made available. We haven't said, "Well, you must do this."

Mr. Reid: No, I'm not so sure I'm prepared to go so far. As a matter of fact I'm not suggesting the government should say, "All right, you do in fact do this."

I just have one other point under this vote, Mr. Chairman, and it's maybe primarily by way of information. The Minister without Portfolio from Hamilton West (Mr. McNie) has been put in charge of co-ordinating manpower policies, and I wonder if you could explain just what he is doing, and what responsibility your ministry has in this matter?

Hon. Mr. MacBeth: I can't tell you exactly everything that Mr. McNie is doing but I can tell you that our ministry is co-operating with him. We have had certain of our staff on loan to him—when I say on loan I mean they are working between the two, not that they are completely removed from our ministry. And we have been working with him in the research field. Mr. Johnston, you may be able to add to that as to some of the studies that are being conducted.

Mr. R. D. Johnston: As you know this is a function of the Social Development secretariat and probably that is where you would get most of your information.

Mr. Reid: We get very little information so that—

Mr. R. D. Johnston: It is a committee on which there are some seven or eight deputy ministers as well as some supporting staff, and we are one of the seven or eight ministries or secretariats represented. They have developed a list of 16 or 17 manpower issues that should be addressed by the province over the next few years; some of them are of more interest to our ministry than others.

I would say that the people who have been active in this from our ministry are the two people on my left, one from the research branch and one the executive director of employment services, and their staff. This has been mainly in the context of gathering information on manpower needs and labour supply, and supporting the committee in some of the work that they are doing on employment adjustment matters. Previously we had done some work in relation to a review that was being done on income maintenance that was started under a different aegis but that relates to some of the work that is being done in this area.

Mr. Kinley tells me we have had two to four people working the last six to nine months on projects that are on the OMCC agenda.

Mr. R. Gisborn (Hamilton East): In your opinion who is Mr. McNie going to be responsible to in reporting his objectives and results?

Hon. Mr. MacBeth: I suppose he is responsible to the House and to the cabinet. He is certainly not responsible to me. Can you enlarge on that in any way, Mr. Johnston?

Mr. R. D. Johnston: No, Mr. McNie is a minister without portfolio. As you know, the government has given him responsibility for co-ordinating the province's manpower responsibilities and responses to other jurisdictions and to the needs from the community. He sits as a member of our policy field and also the Social Development policy field, so he is in a position to know what is going on in the various ministries that would have a contribution to make.

Mr. Gisborn: It is very interesting. It is a very important position that he has been

given in light of the fact that a very important function of the Ministry of Labour in the past years, and now the function of the Ministry of Education, has been the projection of labour needs in the province.

It has been my observation, since the report some years ago on manpower training and apprenticeship qualifications, that we haven't done the proper kind of a job that needed to be done. Everyone would think at the present time that we have too much unemployment, but if we get the real statistical facts from industry, there is a dearth of the proper type of employees. And this indicates that there has been some failure over the years of the government's programme of projecting what we need. If we remember some 15 years ago we had a very viable machine tool industry in the Province of Ontario and to some extent throughout Canada. Right now we have almost nil in the machine tool industry, and we are depending completely on the United States to supply that kind of material.

I would hope that we will have a much deeper look at the situation and a much clearer report of the activities of Mr. McNie in this capacity. It should be the responsibility of this ministry to keep close tabs on them and insist that he provide them to the Minister of Labour. It's going to be one of your responsibilities, and it should be, to make sure that we have the skilled men and that industry itself fulfils its part in projecting and with the government keeping tabs on what we're going to need in the next four or five years. From some of the articles I've been reading there are fears in the industrial areas of what they're going to do for the semi-skilled and the skilled workers.

Dofasco have announced that they are cutting back drastically on some of their conditions in hiring, such as age and health conditions and this sort of thing, because of the large turnover and the lack of those willing to take their own training programmes. I would hope that we will have an opportunity in the other departments to find out exactly what Mr. McNie's terms of reference are. I would think that he will have great contacts with and input from the federal manpower training departments. We should know whether he's confined to certain areas of the province. It is an important function and we should keep track of it and insist that we get a full input from what's going on.

Hon. Mr. MacBeth: I would agree that we need to co-ordinate all three, that is, Colleges and Universities for training and supply and

manpower, under Mr. McNie. I know he is working closely with the federal government. I think in regard to manpower it's fair to say that he has closer contact with them than my ministry. And, of course, he will be co-ordinating with our own ministry.

Mr. Kinley, perhaps you can tell us about the putting together of the facts that Mr. McNie's ministry is gathering. You are taking part in that, are you not?

Mr. Kinley: Yes, we are taking a fairly substantial part. I think just on the point that you're raising, sir, there is a very considerable amount of work going on. It's true that there hasn't been all that much in the past, but with construction considerable work is already done. In other areas, we are developing approaches for meeting the sort of requirements that you're saying exist. It doesn't all rest with us but we are doing a lot of work on it.

Mr. J. E. Bullbrook (Sarnia): May I make a comment in this connection?

Mr. Chairman: It's Mr. Haggerty, Mr. Young and then Mr. Bullbrook.

Mr. Bullbrook: It's on this point. I'm sorry; go ahead.

Mr. Haggerty: I want to get on this particular point too. Mr. Chairman, I'm perhaps from the old school of apprenticeship and I think we had an exceptionally good programme back a few years ago. I find in the present day in the colleges and so on, in many cases it is just a waste of time sending persons there to be trained. The best place to train a person in the industrial field—I'm talking about journeymen—is on the job, in on-the-job training.

I think you must have some inducement to give to industry to get back into the old form of apprenticeship. This is where you're going to get the training. I've had persons come to me who have been trained as electricians and perhaps have gone through their training programme in the Province of Quebec and I find that there are some complications here in the Province of Ontario so they can't work. I know of many cases where there are exceptionally good electricians—I don't say in the really technical field of electronics or that, but they are good electricians, good plumbers, good machinists and so on. In many cases now they're saying to them, "Well, you have to go back to school."

I think there are many persons walking the streets today who have the mechanical ability, and who, if they're given the opportunity

in industry, will turn out to be some of the best machinists and some of the best welders and the best plumbers and steamfitters that you can find.

This is the old way of bringing about skilled employment and this is the same way that they're doing it in European countries. They don't have to go to school until they're 25 years of age, for Pete's sakes, to come out to pick up a wrench in their hand. They do it at the age of 16 and they're good tradesmen, and yet we have to go to the European countries to bring them over here to do this type of work.

No one today wants to go out and lay bricks and yet it's a good trade, we have to import all that type of skilled tradesmen and it's ridiculous when we find out the number of persons here walking the streets who could be employed in this type of industry.

If you want to cut down on the cost of handouts to the LIP and LEEP programmes—there are some good ones in that but I think this is the place that you must start; I think it must be started back in industry. Many youngsters today don't want to have two or three additional years of schooling at any college. They feel high school is enough, and I think in many cases this is all they want. They can come out and be good, successful tradesmen if they are given the opportunity, if they can get into on-the-job training—and I know some unions prohibit these youngsters from joining them. I mean, there is a substantial fee to belong to certain unions—and I'm talking about riggers or the steel construction trades for example—I think in some cases the fees, I could be wrong in this, are \$400 to \$500.

Now where is a youngster of 16 or 18 years of age going to pick up \$500 to say, "I want to learn my journeyman trade now?" But he has to pay that—and if not, he has to pay weekly dues, I guess it is, to the union to hold his job. And sometimes there is a waiting list of about six to eight months before he can get that job.

I think this is wrong. I think this is where the ministry has to give some direction to bring about orderly development in the skilled trades in the Province of Ontario.

I have other matters I want to discuss, but I thought I would perhaps continue with—

Hon. Mr. MacBeth: Well, as you know, at the present time—I think I am correct in this, Mr. Johnston—our ministry doesn't have anything to do with the apprenticeship or training programmes.

Mr. Haggerty: I wish it was in your department.

Hon. Mr. MacBeth: Did you discuss this with the Minister of Colleges and Universities (Mr. Auld) in his estimates?

Mr. Haggerty: I have hit him for a couple of years on this matter, on this same thing, yes.

Mr. Bullbrook: I wanted to carry along this line—I'm sorry, I didn't mean to interrupt the minister.

Hon. Mr. MacBeth: No, no.

Mr. Bullbrook: This really has caused me significant concern. I don't want to get back on the old track about COGP again and the creation of the secretariats, but I'm really interested in directing this to the administration, through the chairman.

I really get the feeling of a lack of flavour and this is the thing. The minister himself knows it, because of the liaison this summer. I really regard in-training programmes—and I think my colleague Mr. Gisborn has this feeling—in-training programmes, the whole question of structuring the apprenticeship programme, is the responsibility of the Ministry of Labour. I really feel it is. It's not a responsibility of Colleges and Universities. It's an extension.

What I feel is this, rightly or wrongly. I have a gut feeling that the CAAT programme didn't do what it was intended to do. They found themselves tremendously superimposed with a high-cost administration and a very intensive capital programme, and they had to justify it. And there was almost a rationalization of justifying it by transferring these responsibilities, which were essentially labour's responsibilities in a good Ministry of Labour because surely the only responsibility of Labour isn't to be constantly involved in conciliation and grievance and arbitration matters but rather to develop the needs of the economic community from the point of view of providing trained personnel.

This is a story that, Mr. Minister, is almost incomprehensible in its impact. I'm told now that we're short about 1,600 trained people for the significant development that's taking place in my area. We are short to such an extent—I'm interested in your response if you are involved—that Lummus has agreed to build the buildings on the campus of Lambton College to install something in the neighbourhood of 300 welding machines for a crash programme of training welders and pipefitters.

You're familiar, of course, with what's going on in the Samia area; the construction that is going on is almost indescribable—about half a billion dollars is coming to fruition now. As I'm told, these young people, who are going to be asked to escape their traditional method of training to come into this crash programme, because of the involvement of the trade unions in connection with this, they must be paid—and you'll have to help me here—something in the neighbourhood of 60 per cent of the hourly rate that a journeyman gets.

I'm told, in effect, that these people will be going to school and making in the neighbourhood of—you have got to help me here—something like \$1,000 a month while they are in training—\$1,000 a month. The problem that strikes me is, the inflationary impact on our community is going to be beyond belief, but because of the involvement of a jurisdictional aspect of training with the trade unions themselves the training programme is going to cost this amount of money.

I really look to that to be a responsibility of Labour. I just don't think Colleges and Universities have any function there, and I am really interested in knowing what your gut feeling is and the gut feeling of your administration.

I recognize that perhaps this puts you on the spot a bit, but I really look to you, Mr. Minister—and I am not being platitudinous here—as somebody who is prepared to shoot from the shoulder. I think what has been done as far as training programmes are concerned, taking them away from your ministry, is an error. I believe you feel so too, Mr. Gisborn?

Mr. Gisborn: No, I don't.

Mr. Bullbrook: All right, then, I speak only for myself. I am sorry. I really feel it is an error. I am just wondering if you would like to make comment in connection with it? I would also like to ask if your ministry is familiar with what is going on in the Samia area?

Hon. Mr. MacBeth: Oh, I think we are, are we not? I know in a general way.

Mr. Bullbrook: Regarding this training business?

Mr. R. D. Johnston: Oh, no. For example, about things more general, like the SOAP project, which we are aware of because we have worked through both our research branch and our employment adjustment service and with people in TEIGA and elsewhere,

in making sure that we have the facts on the size and shape of the work there and the demands.

Mr. Bullbrook: Do you have any information as to whether I am correct in this type of crash training programme that they require?

Mr. R. D. Johnston: I am not going to change the subject, but if I can take it to a different level for a moment, we have advising the minister a group called the construction industry review panel, which consists of some senior people from both management and labour in the construction industry. They are very much aware of the Sarnia thing, because some very good work has been done in the Sarnia area by the local unions and local management. They have been co-operating—

Mr. Bullbrook: Very good co-operation in the apprenticeship programme.

Mr. R. D. Johnston: —in trying to predict and schedule the demand of labour over three to five years so that they are not faced with a crisis tomorrow.

It was partly because of that effort in Sarnia that the construction panel recommended that a study be undertaken to try and forecast the supply and demand of labour for construction in Ontario generally. People in our ministry, together with a consulting firm called Peter Bernard Associates, have been working for over a year in developing what hopefully will eventually be an ongoing scheme of being able to forecast that kind of information, and hopefully through that to influence people to even out the peaks and valleys in the work that is being done for the owner clients.

The first published document on all of that will be released in about a week by the minister and it will indicate both the work we have done and where we hope we are going in the future.

Coming back to Sarnia, that, plus the work that will need to be done over the next six to nine months, will tell us a lot more about whether those needs have to be met just by a crash training programme, whether they need to be met by getting people from other regions of the province—maybe we will find that there is a surplus of a certain trade in another region of the province and some effort should be made to get them to Sarnia—or whether the unions are going to have to assess some of their traditional jurisdictional approaches. Because this is being done sort

of under the benevolent gaze of the construction industry review panel, we are hoping that management and labour will take a real interest in this thing and be prepared to perhaps review some of their traditional practices, if that is what is needed to ease the strain.

Mr. Haggerty: Are you suggesting that some changes be made in the hiring policies?

Mr. R. D. Johnston: We are going to wait and see what Judge Waisberg says about that.

Mr. Bullbrook: I wasn't too specific in this business of the remuneration these people will get during training. Am I correct in saying that there is some input on the part of the union at the present time that they must be paid a certain percentage of the journeyman's rate?

Mr. R. D. Johnston: Oh yes. I couldn't say what the percentage is, but in most collective agreements in the construction industry the apprentice rates are a percentage of the journeyman rates and they increase the longer they are in the apprenticeship.

Mr. Bullbrook: Do I understand from your response, Mr. Deputy Minister, that you take it that the unions are taking a more benevolent approach to the thing?

Mr. R. D. Johnston: Not, at the moment, to the question of trade jurisdiction.

Mr. Bullbrook: I would like to exhort you to do what could be done in this connection. I see that as a tremendously significant thing in our community.

First of all, there is the enticement aspect of taking people from their normal streams of education and saying to them in effect, "Look, come on over here; we'll teach you to be a welder and pay you \$1,000 a month while we're teaching you to be a welder." That, to begin with, causes me some concern. But more importantly, goodness gracious, if we are going to be paying students \$1,000 a month to go to our community colleges, that really bodes ill for the economy of our area because there will be a tremendous artificial inflation. You talk about peaks and valleys, but I can see the valleys coming five years from now—and it would be very bad.

Mr. Gisborn: I think your fears are ill-founded. I believe it's under the Industrial Standards Act that they have advisory committees representing the unions, management

and, I think, the government. Do they not have representation on the various advisory committees under the Industrial Standards Act?

Hon. Mr. MacBeth: I don't know whether they operate in this field, though, do they?

Mr. F. Young (Yorkview): I would also presume that many of the people taking this crash course would be working in other jobs already and are going to change their jobs to get into this particular field; and if they are supporting families, they would need some remuneration.

Mr. Bullbrook: Yes, I don't mind that if that is the situation. But my understanding is that isn't the situation, that they are going to invite these people who are already in particular courses.

I entirely agree with you that if a man is doing something in the service industry and they want to train him to be a welder, fine—but, in any event, I have made my comment and the intent of my comment.

I want to close by directing the question to you again, do you feel bereft of a certain appropriate responsibility now that they have taken this in-training responsibility away from you and given it to Mr. Auld?

Hon. Mr. MacBeth: Well, as you know, Mr. Bullbrook, in the time I have been minister I have never enjoyed that responsibility. It was there some time ago, but it was transferred.

Mr. Bullbrook: That is right.

Hon. Mr. MacBeth: I have been happy to pass on to Colleges and Universities a few questions that have been asked of me by people who think it still belongs with us.

I think it's logical that the training of people, at least insofar as the theoretical training is concerned—I'm thinking of the book-work—should be with Colleges and Universities. But I don't know enough about these courses, but I assume they are good courses—and I can see no reason why they shouldn't be good courses.

Mr. Haggerty: In what apprenticeship programme do they get the mathematics?

Hon. Mr. MacBeth: All right, I was coming to that. I think the book-work logically belongs with the Ministry of Colleges and Universities, just as the law schools and the medical schools come under Colleges and Universities. But when it comes to the actual apprenticeship training, I can see a great

deal of logic for that being done in close liaison with the various trade unions across the province. I know that Mr. Auld is working with them. It is not as though Colleges and Universities weren't dealing with trade unions, because I was there when a delegation of trade unionists from the Sudbury area was down talking to Mr. Auld about the training programme, the qualifications and all the rest of it. So he is seeing union people.

But in view of the fact that traditionally the Ministry of Labour has been the one that has had the contact with the trades and all the rest of it, I agree with Mr. Bullbrook and Mr. Haggerty that there is a great deal of logic in the apprenticeship programme being with us.

I think either system can work. If you are having some frustration with it at the present time, I think it may be simply because it's new to Colleges and Universities; it's a change and, because there is that change, it's confusing.

Mr. Haggerty: Well, who issues the certification of qualified journeymen? Is it the union or the Province of Ontario? Or are there two?

Hon. Mr. MacBeth: Again, it is not under my ministry, but I think the Ministry of Colleges and Universities sets the tests for these things. The tests, I believe, are set up in co-operation and conjunction with the various trade unions, but my understanding is that the Colleges and Universities set the tests, mark them, I suppose, and issue the certificates. Now, does anybody know whether—

Mr. R. D. Johnston: It depends on the trade. In some of the trades, the province issues a certificate; in other trades, it doesn't.

Mr. Haggerty: In the trades where they don't issue the certificate, is it done by the union?

Mr. R. D. Johnston: Well, they serve something similar to the old indentured apprenticeship, and when they have completed so many thousand hours they are qualified.

Mr. Chairman: Mr. Young.

Mr. Young: Mr. Chairman, the matter I want to raise briefly is perhaps the same as the apprenticeship problem in that involves the matter of divided jurisdiction.

I wonder whether the ministry is addressing itself to one of the problems that have

been very much in the limelight lately; that is, the effect of alcoholism in the industrial workplace and the relationships there.

At a recent conference in this city, the whole problem of alcoholism as related to traffic was discussed; but that's spilled over into all kinds of things. I know that other departments are concerned with this, and we'll be discussing it in some of the other estimates. But at the present time there is quite a bit of concern arising in the trade union movement, and particularly among the industrialists of this province, in connection with what is happening.

I have before me an article by Ed Cosgrove outlining the Life Line Foundation, which Lloyd Fell, a representative of the United States Steelworkers, is undertaking over on Cecil St. Fell pointed out to Cosgrove that about five per cent of the work force are being lost to industry because of alcoholism and drug problems—and this figure is growing rapidly. The figure for alcoholics in Ontario is something in the 130,000 to 150,000 range, but we are not sure exactly what it might be. Certainly many companies are becoming very concerned about this problem, particularly on the Mondays of the week and to some extent on Fridays. But they are also assisting and helping to finance organizations like the Life Line Foundation to try to work out some treatment for their work force in order to keep that work force efficient.

I don't know what interest this ministry has had in this. Certainly I think it is one of the interests that it must have. It affects not only productivity, it affects relationships in the workplace. It also affects collective bargaining, particularly as far as grievances are concerned. So often the alcoholic, not recognizing his situation, goes to his union representative and wants a grievance lodged because of something that the employer is doing to him that he sees as unfair and which, of course, the employer sees as a logical outgrowth of the worker's own bad habits.

I don't know whether the Life Line Foundation has been receiving any help from this government; but I don't think so. It may be the general policy that they must demonstrate something before this is done. The Addiction Research Foundation is also working with industry along this line. I'm wondering whether this ministry itself has any activity in bringing this kind of solution to bear to certain fundamental industrial problems relating to the alcoholic situation?

Hon. Mr. MacBeth: Mr. Young, I don't

know that we are doing anything—and perhaps we should be. I think we've been relying on the Addiction Research Foundation to do this kind of study and to work not just with, say, people in labour, but with the whole work force of the province. We have been doing a study—and, again, Mr. Kinley can speak on it—on job satisfaction and worker attitudes, and that may enter into it a little bit.

But I think to make a short answer, we are doing very little, perhaps not as much as we should be. Mr. Kinley, have you anything to add?

Mr. Kinley: No, I don't believe I've very much to add. This is a fairly new area of work with us. We have put out a bit of material and there are two or three people working in the general area of worker attitudes and job satisfaction. That's about as close as we come to getting to the alcoholism question. I'm sure if we get going far enough into that, that sort of specific question will get addressed. But we are not doing anything directly on it at the moment.

Mr. Young: Of course, this will be raised in other estimates, as I indicated, and certainly it will be discussed in a couple of the others. But it just seems to me this is the place where I think this ministry must concern itself because of the interrelationship concerned here, because of the sheer lack of production represented by this five per cent of the work force.

I know that some of the unions are very concerned about it. Some of the industrialists are also concerned. They are getting together a bit. But it seems to me that there needs to be far more government concern and government intervention in this whole field, with real support—not only moral support but physical support—to try to set up this kind of organization such as Lloyd Fell is now undertaking and to see it is extended throughout large segments of the industrial population. However, we will take this up in another place.

Hon. Mr. MacBeth: I think it's a point well made, sir.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman. I would like to ask the minister when can we expect the report on the inquiry into organized crime in the construction industry?

Hon. Mr. MacBeth: We are waiting for it—but again, I think it is the responsibility of the Minister of—

Mr. Reid: The Solicitor General (Mr. Kerr).

Hon. Mr. MacBeth: The Solicitor General, I guess, yes. You are asking the wrong man when you ask me.

Mr. Haggerty: I thought you made some indication in one of your press releases—

Hon. Mr. MacBeth: I made an indication that we are waiting for the report. We are very much interested in what it might recommend. We are ready to respond if it was making any recommendations of legislation in the labour field. We would be prepared to respond favourably to it. But the responsibility for that report at the present time is Judge Waisberg's and presumably when he makes it, he will be making it to the Solicitor General.

Mr. Haggerty: Just how active is your ministry when you receive complaints of infractions in the industry in Ontario such as matters related to organized crime and abuse of fellow workers in the industry?

I was amazed when, last winter, I believe it was, a young Italian chap came into my office—I guess he was in to see the Labour critic—and I referred him to the Ministry of Labour. He went down University Ave. and came back in a very short period of time and I guess there was nothing done regarding the complaints that were raised at the time.

The gentleman who came into my office—he was in his 40s, I think—but when you looked at him, you would think he was about age 65 or so. He was crippled and his head was off to one side. I asked him what happened and if he had been involved in an industrial accident. He informed me that during some of the hot issues that came up at the local union hall, he didn't like what was going on at the meetings and he objected to it. I guess he objected too forcefully and apparently he was thrown out of the union meeting at one time.

The next time, he said, he was up on the scaffold working on one of the overpasses on the Gardiner Expressway—he was a cement finisher. He said he knew somebody was on the scaffold with him as he felt the scaffold moving, and when he got up to turn around to look to see who was there, he went to grab the handrail behind him. Lo and behold, someone had pulled the pin out and down he went.

He wanted to be at this hearing to testify what had happened to him. Apparently, he has had two or three other threats on his

life. I was rather shocked at the response I received from the Ministry of Labour so I sent him to the Attorney General's ministry. He spent some 2½ hours with them and they took all the information and I believe they said that he would be able to appear at the hearing.

But for some reason, when he went to the Ministry of Labour they would not respond to his request for assistance.

Hon. Mr. MacBeth: You say you were disappointed with the response of the Ministry of Labour. Was this drawn to the minister's attention directly or just to the staff?

Mr. Haggerty: To the staff—one of your assistants down there.

Hon. Mr. MacBeth: I don't know what they would have done.

Mr. Haggerty: I don't want to be bothering you with all the problems and I don't think we should, as members, be bothering you.

Hon. Mr. MacBeth: I don't know what they would have done with the—

Mr. Haggerty: He wanted to testify at this hearing because he said if this person got out, he said his life wouldn't be there tomorrow.

Hon. Mr. MacBeth: I think he eventually ended up in the right place. Why somebody in the Ministry of Labour wouldn't have sent him directly over to Judge Waisberg—not to the judge himself but presumably to his staff which is gathering information—or over to the Attorney General's office. I don't know why this wasn't done because I think that's where he belonged. Whether he got the run-around from our ministry or not, I am not sure, but I think he ended up in the right place. Maybe he should have got there more directly.

Mr. Haggerty: He had indicated to me very forcefully that one of the methods that was employed in the construction industry in some of the union hiring halls was that every job that he went to cost him \$100. He objected strongly to this. He said: "No way should we have to put up with this type of blackmail." Of course, this is what happened and he pretty near lost his life.

Hon. Mr. MacBeth: Mind you, if it's a criminal matter it's probably a matter for the Attorney General (Mr. Welch).

Mr. Haggerty: I just want to know how active the ministry is in some of these complaints, and how many complaints you have throughout the Province of Ontario about the

type of methods that are used in employment practices in Ontario.

Hon. Mr. MacBeth: We get some. I've had one or two. If they are with management and the company is unionized, then of course we suggest they go through the grievance procedure. But the one that you mention is one where the man is dissatisfied with the union itself.

Really we have little jurisdiction over the manner in which the union may run its own business, unless it gets into the criminal field, where of course I say the proper course is to go to the Attorney General. But we can't really tell the unions what rules they should apply to their membership or how they should treat their members.

Mr. Haggerty: Don't you think that this matter of blackmailing a person to say that you have to pay so much to the union for that job? Unions have served a purpose and I think they are doing good, but I think there is abuse in them. I remember at one time around the city of Port Colborne if you wanted a job in a certain industry you had to pay a foreman a little extra something to keep your job, so unions came about to chase this type of patronage out.

Mr. F. Laughren (Nickel Belt): Sounds like Tory patronage to me.

Mr. Haggerty: So what happens now is that we find it within unions itself. I hope you take what I have to say seriously and investigate it.

Interjection by an hon. member.

Mr. Haggerty: I didn't say all unions.

Mr. Laughren: It is thinly disguised anti-unionism and you know it.

Mr. Haggerty: Oh, come on.

Hon. Mr. MacBeth: I'm not so sure there are not some abuses going on in the unions, too. People are people and all people commit abuses. The union people are no better than the management people.

Mr. Laughren: Let's have review studies. Let's debate every possible—

Hon. Mr. MacBeth: All right, but this member has brought a case that he feels is worthy of—

Mr. Haggerty: This gentleman came into my office, and if the member had seen him I think he would be doing the same thing as

I am in bringing it to the attention of the minister.

Mr. Laughren: Yes, we recognize it. Keep going.

Hon. Mr. MacBeth: There are some practices that I think the ministry knows about but can't do very much about unless, as I say, they amount to criminal practices. Mr. Johnston, can you enlarge on that?

Mr. R. D. Johnston: Not very much. We have no legislation that I can think of that would permit us to do very much about the case you've described. It would be a matter for another agency.

Mr. Haggerty: I believe your colleague, the member for High Park (Mr. Shulman), had brought this to the attention of the Minister of Labour some two years ago about the infractions that were carried on in hiring halls.

Mr. Reid: He must be anti-union too, then.

Mr. Haggerty: Obviously an anti-union bias on the part of an NDP member.

Mr. Laughren: Keep digging, fellows.

Mr. Haggerty: That is why the inquiry is here today through his initiative on it.

Mr. Laughren: That is right.

Mr. Haggerty: And it still goes on today.

Mr. Laughren: There are more abuses on the part of this ministry than there are in the trade union movement.

Mr. Haggerty: I'm not aware of that. I just wanted to know if the minister was aware of these things.

Hon. Mr. MacBeth: Mr. Haggerty had a specific problem that he was inquiring about and I see no reason why anybody should get upset about it.

Mr. Reid: Only if you have a very thin skin.

Mr. Haggerty: Also, in the minister's opening remarks there was a lack of some direction concerning the serious problem of occupational diseases in industry in Ontario and related to the accidents that have been on the increase in the last four or five years.

I just wonder what steps you have taken to bring about some orderly control on the number of accidents in the Province of Ontario. What protection are you going to provide for

those in the Province of Ontario who are in contact with certain chemicals which cause serious health problems?

Mr. Gisborn: Mr. Chairman, on a point of order, I would think we have now had sufficient open comments on the first main vote and that we now start to take them one by one so that some people may know where we are heading—going from alcohol to racketeering to training. If we want five or six lead-off speeches well we had better agree as to what the score is so that we know how to proceed.

Mr. Chairman: Item 1 carried?

Mr. Haggerty: Well I just asked a question there. There was a lack of any input in these opening remarks, and I thought that I would have some response from the minister.

Hon. Mr. MacBeth: I am very happy to respond. I am at your—I was going to say mercy, Mr. Chairman, that is not the right word.

Mr. Bounsall: You have to shake them up a little bit, Mr. Chairman.

Hon. Mr. MacBeth: But we are doing everything we can in the nebulous field of construction safety, as well as industrial safety. I don't know what more you can do. I said in my opening remarks that if we get any criticism of our ministry it has been in the field of our construction safety inspectors. I have had some from my own Conservative members, as well as some from the Liberal members. I don't recall any complaint from any of the NDP members, but that is not to say I haven't had any from them. The criticism is that our inspectors are overzealous—that they have come in, have been too rough and all the rest of it.

Certainly I want the inspectors to be courteous and I want them to be polite and I want them to be fair, but I certainly want them to be strong and firm in carrying out and seeing that safety regulations are complied with. It has been tough in the construction field because there have been a variety of bylaws applying to it. Now we are coming in for the first time to try to bring some uniformity of application to the field, and naturally we are—

Mr. Haggerty: Does that apply to the mining industry in the Province of Ontario, because you could always give consideration to that being under your wing?

Hon. Mr. MacBeth: Well no, mining, as you know, is not under our ministry.

Mr. Reid: That is the problem with your ministry.

Hon. Mr. MacBeth: I am not so sure that we should have more authority than we have. Some of you tell me that I am not handling the authority I do have very well, but—

Mr. Reid: When we compare you with the Minister of Natural Resources (Mr. Bernier), you are a paragon.

Hon. Mr. MacBeth: I will note that and I'll pass that on to him.

But I think we have good inspection in the construction field; I think we have good inspection in our industry. And if there is anything that any member knows where we can improve it—

Mr. Haggerty: In the mining industry.

Hon. Mr. MacBeth: Well all right. As I say that is not mine.

Mr. Bounsall: You should be taking that over. That should be under the Ministry of Labour.

Mr. W. Ferrier (Cochrane South): Why should construction in the mining industry be under the mining inspectors rather than inspectors who know more about what to look for in construction safety? That seems to be a real anomaly, or whatever you want to call it. I don't know why you don't make representations to—

Hon. Mr. MacBeth: I think some of the members of my ministry are seducible in that.

Mr. Bounsall: Try and do a little bit of empire-building and get some of these things in your ministry.

Mr. Ferrier: Just a minor point; the Logging Act didn't used to be in either, but came back in.

Hon. Mr. MacBeth: It is ours, and I have some amendments to bring into the House shortly to put that under industrial safety. I don't mean to do away with the Logging Act. Yes, that's ours.

Mr. Bounsall: But it didn't used to be and it has been taken into the ministry in the same way you were saying that the safety section of the Mining Act should be brought under and rationalized to that extent.

Mr. Chairman: Mr. Bounsall?

Mr. Bounsall: Yes. Just a few direct queries on expenditures of money in the vote under the main office—actually it is on the programme, not so much the expenditure of money.

Under the main office vote for services—we understood last night that \$236,000 was the summer student programme, and I have some queries on the summer student programmes. Now SPIEL, as I understand it, serves as an information service for the ministry in terms of its having booths across the province, in shopping plazas, fairs and parks from time to time, with information on the various branches of the ministry, the employment opportunities under the Equal Employment Opportunities Act and so on. I have seen this operating in various areas; it is a very attractive display. I have seen very few people stopping though.

My question is what evaluation has the ministry done as to the worth and effectiveness of the programme? The people who I have stopped and talked to, the persons running it, in several locations in Ontario seem fairly well informed. However I was a very lonely person; not too many people were coming. Do you have any feelings or figures along that line?

Hon. Mr. MacBeth: Perhaps someone else can elaborate on this?

Mr. R. D. Johnston: We have run this for two summers and unfortunately I wasn't around when the students were being briefed but I was during the first year and they came in in early September and spoke to all our senior staff about their experiences. We were able to get a very strong indication that they were getting through to the public. Admittedly sometimes they just stood behind their booth in a location where they didn't see many people, but in other places the result was entirely different. And they didn't just rely on standing behind their booth; they sought out interviews with newspapers, radio interviews and this kind of thing and got through to the public in that way—much of this in smaller communities where there isn't much of this going on otherwise, particularly in the north.

In addition we got some very good feedback from these students who aren't afraid to speak their mind about their perception of how we civil servants are doing our job on a year-round basis. They gave us, I think, some very good indications of where we could do better.

Mr. Reid: Would you care to tell us what those were?

Mr. R. D. Johnston: That is privileged information.

Mr. Bounsall: That was another one of my questions. I would have suspected that the students involved in these programmes would be fairly outgoing when you got them together for the debriefing about the programme. I am particularly interested in the SPIEL programme—as to what their comments on it were in that debriefing, what their suggestions for changing the programme, if any, were. By the way, in my remarks I wasn't suggesting that the ones that I saw at the booth, for example, were simply standing behind the booth. In fact, they were out collaring people if they could. I am interested in what sort of suggestions they had for the SPIEL programme changes.

Mr. R. D. Johnston: Mr. Ogilvie who is in the back corner there is probably closer to this operation than anybody. Maybe he could come forward and say a few words.

Hon. Mr. MacBeth: You had better come forward and grab a mike here at the end, Mr. Ogilvie.

Mr. R. Ogilvie (Acting Director, Employment Adjustment Services): Thank you, Mr. Minister. In reference to the sequence of the questions that have been asked so far, the first question was what were the recommendations about the continuation of the programme.

Mr. Bounsall: Well, I hadn't asked that one but I was going to.

Mr. Ogilvie: Perhaps we are reading in a bit too much then. The second one was the question of the debriefing sessions that were held with the students and what were the comments that they had related to the programmes, how could they be improved and what kinds of changes could we make in the overall scope.

We spent two days with the SPIEL students. The number of recommendations they had were fairly extensive, all the way from minor questions about scheduling their visits with the local councils and some of the different people to more extensive aspects of providing a wider range of information to the public. I think the critical aspect is that the students found the experience an exciting environment, one that provided them with a particular amount of experience with regard to government programmes and the breadth and scope of the range of programmes that are available to help people and how the programmes interface with each other.

Their principal frustration was that the Ministry of Labour was communicating information in a particular area. They found they had an exceedingly large number of questions asked of them in the area of the Unemployment Insurance Commission, about benefits, about the Canada Manpower centres and how they operated, about training programmes and the whole range in the manpower area. I think principally this would be their frustration that they found was we were giving them information on the Ministry of Labour and its programmes, which are much narrower than the overall area of the manpower programmes that are available in the province as a whole.

I think in those terms it would be principally that they found that somewhat frustrating. They couldn't answer all the questions the people were asking them, and that was very frustrating.

Mr. Bounsall: That was going to be another one of my questions; did they get many of these? Obviously they did. What mechanism was set up for them to deal with them? Did they phone you at 10 o'clock at night and say, "Here are the six questions we couldn't answer today and will you take on the cases?" Did they give you the names and addresses of the people asking the questions? What happened to the questions they were asked if they couldn't answer them? How were they trained to deal with them?

Mr. Ogilvie: They weren't trained to deal with any questions outside the programmes within the scope of the Ministry of Labour. Because that was the only area in which the ministry had any expertise we would find ourselves in the position of interpreting other people's legislation and programmes. They were delivering a specific package on services to workers available from the Ministry of Labour. On questions that came outside their scope, the students tried to refer people to agents in those locations that could help: the nearest Canada Manpower centre, for instance; the Unemployment Insurance Commission; or other programme officials, depending upon what type of question was raised.

Mr. Bounsall: Was part of their programme in service, for example, as they went into a community to perhaps get those numbers of the nearest Manpower service or provide them with the citizens' inquiry branch number in their area to have these questions answered? If not, could it be part of that programme? When the public come to a group handing out information and they

see it, as you've described, as fairly narrow, not only do the people handing it out get frustrated, the public does too. The Ministry of Labour is handing it out. Although some of the public may know that unemployment insurance is not a problem of Ontario's Ministry of Labour, many don't. You get a negative effect back on the ministry, where, of course, you shouldn't.

Mr. Ogilvie: We didn't receive, to my knowledge, negative feelings from the public on the inability of our SPIEL-ers to answer questions related to other people's programmes. It was more that they had a particular problem. Many times it related in some ways to the Ministry of Labour, but there were other elements to it. Other aspects of the problem had to be referred to other agents.

In the resource kits and the packages the students were provided with we developed certain contingency areas to supply them with other contacts with other groups, but it wasn't that extensive. Our concern was in marketing the programmes of the Ministry of Labour to the public and explaining to the fullest degree possible what services were available, what people's rights were under the legislation, and their range.

Mr. Bounsall: Do you feel it's a worthwhile programme? Is it going to continue—to ask one of the questions you also raised?

Mr. Ogilvie: In our debriefing sessions, our work with the programme managers and our work within the ministry, the question about the programme continuing is still open within the ministry. It's being investigated.

I don't think I'm indicating anything outside the scope to say that our feeling is that a SPIEL programme should not be run independently in the fashion it is currently. A programme that attempts to go out to the people has to be part of a larger construct of an outreach programme in general. There was a difficulty in taking particular pieces of the legislation, putting a group of students together, and trying to market those pieces without integration within the ministry as a whole.

We're looking at the range of options open to revising that. I think at this stage the recommendation that will be going through the ministry will be along lines suggesting not to continue the programme in its current form as run in the last two years. It will be to change it so it's more specific to the needs of the ministry and meets the needs of the public to a greater degree—and also the

needs of the students, for whom we were trying to create a specific experience during the summer.

Mr. Bounsall: I have another couple of questions on the other two programmes, Mr. Chairman. I'd like to get into that now because we may want to have some of the answers from Mr. Ogilvie.

On the STIR programme: Both STIR and the construction safety inspection internship came under the general topic of labour experience internship. The name implies a fair amount of training in the programme and some possibility, if not probability, of future hirings. For example, under STIR—Students Training in Industrial Relations—the very name involving internship implies to me some sort of future hiring of these students out of that programme, perhaps into mediation and conciliation or something permanent at the end of this internship period.

Do you have this in mind? Here you have given them internship. What's internship for? Are there going to be openings within the ministry where someone in the STIR programme, having had this training in internship, is now seeing himself or herself being able to fit?

Mr. R. D. Johnston: I don't think that that was a main objective. We weren't sort of lining up these 30 people, or whatever the number was, with a view to hiring them all into the Ministry of Labour. Rather, we were motivated by the fact that there is a shortage of good people in both management and labour doing labour relations work. I would think that with the exposure these people have had over the three-month period in the organizations that they were assigned to after they took their familiarization programme at Queen's, it would be such that they probably would have as good, or better, chance of ending up with a management or labour organization as they have with us.

At the same time, we saw enough of these people that there would probably be some of them that we would try to lure into the ministry. But they were all, I think, with perhaps one or two exceptions, going back to school this year and a couple of them were articling in law and would probably end up in the law profession.

We were motivated, really, to just inject some new blood into the overall supply of people who do labour relations work in the community at large rather than hiring them ourselves.

Mr. Bounsall: How long was the training programme at Queen's? And who did it down there?

Mr. R. D. Johnston: It was a week and it was quite intensive. They worked morning, afternoon and evening. Most of the organization of it was done by the staff of the industrial relations centre at Queen's, under Don Wood, but a lot of instruction was given by practitioners in the field from labour, management and government. It was really a kind of overview of the legislation and of the practices that you would find in the labour relations field.

Mr. Bounsall: It mentioned that they would be hired in various management and labour organizations and so on. Do you, in fact, have a list of where they were then placed? And were some within the ministry? Did you have any come back in to the ministry?

Mr. R. D. Johnston: I don't think there were any in the ministry, were there?

Mr. Ogilvie: No, sir.

Mr. R. D. Johnston: No, they all went either to management or labour organizations. By organizations, I mean companies, or trade unions, or some of them went to the OFL.

Hon. Mr. MacBeth: Can you mention some of those, Mr. Ogilvie? Do you recall them and is there any reason why you shouldn't mention them?

Mr. Ogilvie: No, there's no reason why we shouldn't. I just don't have the list available to indicate which organizations became sponsors and where the students went to. The reason I'm hesitating to some extent is that we had some changes from the original list, as sponsors were not available to take students; there were some changes this way, so we'd have to refer to that list. That can be made available at any time.

Mr. R. D. Johnston: We had, generally, more sponsors than we had students available and we had to sort them out as best we could in that regard.

Mr. Bounsall: Could we have that list, Mr. Minister? Could I have a list of where they went to, as from this past summer? Again, the same sort of question: What was the feedback on this programme by the students involved? I assume you had a debriefing here as well?

Mr. Ogilvie: Yes, we did. The debriefing session was a very, very positive response to

the programme on the part of the students. The students felt it was an excellent opportunity for them to get an inside look at the industrial relations system and how it functioned. All of them had different perspectives because we had students who were working with specific trade unions themselves or associations of unions, with individual companies and their industrial relations unit involved, or for associations of employers as well. The students were very, very positive about the support that they received within each of the sponsors.

One of our critical concerns in the initial stages was that the sponsors would not provide a growing environment for the students, that they would have them counting membership cards or looking at certain clauses and trying to do bits and pieces of historical work for them. But in effect, the students were allowed by their respective sponsors to become very intimately involved in many of the elements of the conciliation process, in some of the cases going before the board, in actual recruiting campaigns, in negotiating sessions in certain instances. They were just thrilled to be involved to that extent.

Mind you, we also had a high quality of student involved in that. We had people who were in their MBA programme, people who were in their second year of law, people who had done some studying of the industrial relations environment. We had one fellow who had co-authored an article on the history of the labour movement in Canada, but who had never been able to make that kind of in-road into the system to find that work, and to try and relate it and work the pieces through.

And of course, the objective of the programme was to provide an environment that would allow the students a chance to go in, see what's happening in that area and, at the same time, see if they could be of benefit to the sponsors, labour or management. So, definitely we had a very positive response from the students themselves. They were very positive about the training programme and in fact the original material that Dr. Wood prepared in physical size was, I'd say, about a foot and a half thick.

Mr. Bounsall: Could we all have a copy of that?

Mr. Ogilvie: He asked them to have that read within 3½ weeks, and there wasn't one that showed up at the course that didn't have it covered. So we're very enthusiastic about the response from the students and the re-

sponse from the sponsors themselves—from labour and management. They were very much encouraged.

Mr. Bounsall: I get the feeling this was a very good programme for the students, which is really what the summer job opportunities are for in many ways. I would urge continuation of this programme. The ministry pays all of the salaries involved here, and as long as there was no waiting on the management side vis-à-vis the labour side in these placements—I gather there were more people wanting students than there were students for these placements. As long as that was shared out equitably, I would certainly hope this programme would continue and expand. I gather from your enthusiasm for it, the recommendation is to continue this type of summer programme?

Mr. Ogilvie: The recommendation that will be going through the ministry will be a positive one. We're looking at several alternative variations within structuring of the programme though.

Mr. Bounsall: In the structuring of it?

Mr. Ogilvie: Yes, there may be some changes in funding the programme, the number of students involved; and perhaps there will be some discussion about extending the programme from just a one-summer programme into a longer term accreditation opportunity. This would be so that there is some real benefit in course content deriving to the student in addition to that. We're currently exploring that. That's what I meant by variations and the alternatives.

Mr. Bounsall: That sounds like a positive suggestion, too, and I hope that something like this manages to pass the ministry. Has the minister or the deputy any feelings on the recommendations? What are the minister's feelings on it?

Hon. Mr. MacBeth: The recommendations are still about to come before us. I met a great many of these people and I was impressed by them. We had one young lad who supervised the programme and who worked out of our office simply because that was where there was space for him. Actually there were two and they were very keen, bright, able people. To look at the costs—we're talking about \$250,000 here and less than 90 students involved.

Mr. Bounsall: Not for this one programme, is it?

Hon. Mr. MacBeth: I'm talking about the three programmes when I talk about 90 summer students. I'd like to see them continued, yes. I attended the debriefing session, briefly because I was going out of town that morning. But I did go and have breakfast with them, or sat in while some of them were having breakfast, and I was impressed by the vivaciousness, the enthusiasm and the wholesomeness of these young people. Anything we can do to keep them interested in labour management relations—where I think we can spend a great deal more effort in getting good people into these fields on both sides of the fence—then I think we should do it.

Mr. Bounsall: What was the breakdown of men and women in this programme?

Hon. Mr. MacBeth: From my observation I'd say about half and half.

Mr. R. D. Johnston: In SPIEL we had more women than men, and in STIR we had more men than women. I think if you added it all up it would probably be about even. Maybe a few more men than women. There weren't too many women in the STIR course.

Mr. Bounsall: There were some, I guess.

Mr. R. D. Johnston: Yes.

Mr. Bounsall: Under the third one, the construction safety inspection internship, were there any women in that?

Mr. Ogilvie: No.

Mr. Bounsall: Not at all? The point came up yesterday that there could well be some female construction safety inspectors. The point made yesterday by the minister or the deputy, I'm not sure which, was that you usually get your construction safety inspectors through their having had experience in the construction trades and so on. And here you have an intern programme for construction safety inspection; therefore, you could start women at this level. They perhaps don't naturally have a background in this, but here is a training programme for it which presumably doesn't require any background in construction in order to go on the safety programme.

That could be a question to you. Did you require any of these in the safety inspection internship programme to have any prior experience in the construction industry? If the answer there is no, you didn't have that as a requirement, then here's a slot in which you could encourage women to come in.

Mr. Ogilvie: There was no requirement for experience in that sector. But if I recall the recruitment procedure, there was a requirement that they be students who were involved in civil engineering courses or in one of a number of the technology courses, so that they had a theoretical background in the area of the construction activity that would be supplemented by an actual work environment in that area.

Mr. Bounsall: Right, okay. The training given allowed them to conduct inspections of low-hazard safety projects. I think that was the description in the "Experience 74" programme handbook. Did they get to the point where they did these safety inspections on their own? They were given some training and some practical application on the low-hazard ones. Did they go out and perform that function as a matter of routine for the construction safety branch of the ministry? Did they, in fact, at some point in the summer, take on the function of a normal inspector, at least in the low-hazard areas?

Mr. Ogilvie: Mr. Minister, could I refer that question to Mr. Cleverdon, who is here today?

Hon. Mr. MacBeth: Mr. Cleverdon would be the proper person to answer it in that he is in charge of construction safety.

Mr. Bounsall: He is a former teacher of mine. He doesn't recognize me. I was one of a class of 160 in his course.

Mr. R. K. Cleverdon (Director, Construction Safety Branch): It's been a long time.

First of all, it is a very important point—the word inspector is defined in the Construction Safety Act. These people were not actually inspectors, they were interns.

Inspectors have certain duties and powers and rights, and these internes weren't given those duties and powers and rights. They were allowed to go on construction projects on their own for roughly two-thirds of their final 14 weeks and to make suggestions to the contractors to correct unsafe conditions. They couldn't give any orders; they made no written reports; they were all suggestions. If they weren't followed up, they were required to call their office and ask for help from a qualified inspector, who then came out and took the action for them.

They spent roughly two-thirds of their 14 week period doing that, and roughly one-third accompanying regular inspectors for experience in construction activities—for a learn-

ing experience. This was all following a two-week intensive programme in Toronto in a classroom-workshop discussion programme.

They all had at least two years, and in many cases three years, of engineering at university level or the school level following that. All but two have gone back to school again; one has a job and one dropped out at the end of the programme.

Hon. Mr. MacBeth: Can we make that any clearer?

Mr. Bounsall: I must say there is no fault with the clarity.

Mr. Laughren: Is this a love-in?

Mr. Bounsall: I had two half-courses from this man. I got an A in one and a D in the other.

Mr. Reid: He must be a Liberal.

Mr. Bounsall: So that was probably my fault.

Hon. Mr. MacBeth: You got the front end and the back end.

Mr. Bounsall: Would you say this was a success? Did this slow down your own safety inspectors or did this programme help? Because they could go out and talk on site and refer the main problems back, did this in fact, aid in the safety inspection?

Mr. Cleverdon: A total success—100 per cent. We are totally convinced of this. They were well-received and well-liked across the whole of Ontario. They are a big help to us as well, in plugging holes, shall we say.

They called on small contractors and gave them a copy of the Construction Safety Act; They visited small towns and gave the work force foremen a copy of the Act, explaining his duty and function to him. They went out on house-building projects. Three men with one qualified inspector would go onto housing projects. When only one man is there, they all know where he is; but now there are four of them, not one. It's that kind of involvement.

They also learned a great deal. They all wrote essays as well; I think there were three or four apiece over the summer. They are loud in their praise of our programme and our industry and their involvement in it. They are very enthusiastic.

Mr. Bounsall: How did the debriefing go? Or was that in written form?

Mr. Cleverdon: It was in written form.

Mr. Bounsall: I would think that would be the form.

Mr. Cleverdon: We hit survey camp trouble, at the end of the summer. We couldn't all get together again; so we decided to do it.

Mr. Bounsall: Yes, I remember those written reports.

Interjections by hon. members.

Mr. Bounsall: I assume the recommendation going forward from your division is that this sort of a programme be continued or extended. What changed from the written reports? What do you see?

Mr. Cleverdon: Yes. I have recommended it be increased to 40 students next year, and also the pay scale increased from the present scale. That is what I have recommended.

Mr. Bounsall: Mr. Minister, what about the programmes for next year? We have heard about how those affecting this particular expenditure went last year. What is your feeling? Are they going to be continued; or what, if any, new programmes are you going to bring in.

Hon. Mr. MacBeth: I don't know, of course, what government policy would be for next year. I would assume these would be highly visible and that we may want to go ahead with them next year. I would hope we would.

I would hope and expect we would go ahead with these, as far as I am personally concerned. I have already said I liked what I have seen. Provided it is government policy to proceed, I would like to see them carried on and enlarged.

Mr. Bounsall: Have you any other group programmes in the wind? I assume these suggestions for the particular programmes of the ministry, come from within the ministry itself. Are there other student programmes you might set up; are there any others in the works.

Hon. Mr. MacBeth: Mr. Johnston, you could tell me that? I don't know if there are more recommendations to come to me.

Mr. R. D. Johnston: We don't usually finalize the summer student programmes until about the turn of the year. There is a process on a government-wide basis of screening all these ideas so that one ministry doesn't get

them all. We would have to compete with ideas from other ministries. The Youth Secretariat is very much involved in that kind of co-ordination.

Mr. Chairman: Mr. Laughren.

Mr. Laughren: Thank you, Mr. Chairman. I shall try to be fairly general and fairly brief, which befits this particularly main office vote, and not dwell on any one subject.

I would have hoped by now that this ministry would have been moved from the Resources Development policy field to the Social Development field. I think that was the mistake of the COGP. It should be classified under Social Development, rather than Resources Development. I don't want to belabour the fact that it's only words we are talking about, but labour is people, and I think you are in the wrong policy field. I am not too sure I want to throw the labour force into the hands of Mrs. Birch, but I think that in terms of policy development that's where it belongs.

This is the first time we have had a chance to debate the estimates with this particular minister.

Mr. Reid: Probably the last the way they change.

Hon. Mr. MacBeth: It shouldn't last more than nine months for labour anyway.

Mr. Laughren: That's right.

Mr. Reid: You are in trouble if it does.

Mr. Laughren: I don't think this minister will have the same delusions that the former minister did, who really did think, in my opinion, that he spoke for labour and that he was the friend of labour. Ask organized labour in the Province of Ontario what they think about who their friend is. It is not the Minister of Labour in Ontario. I think the thing that bothers me—

Hon. Mr. MacBeth: I don't know why everybody is going out of their way, or a good number of people are going out of their way, to suggest that I am not the friend of labour. As far as I am concerned—

Mr. Reid: You are the friend of everybody.

Hon. Mr. MacBeth: Well I would like to be, yes. Certainly I have no animosity against labour whatsoever. I am going to do my best in this job to be the friend of labour. This is the contest or the confrontation that so many people like to try to build up that there should of necessity be opposition, labour

against management. I would like to do something to dispel that air, because I don't think it does the province any good—

Mr. Laughren: It is an adversary system.

Hon. Mr. MacBeth: —that all our labour negotiations should be on a confrontation basis.

Mr. Laughren: That might very well be. I think the best test of the water is the spokesmen for organized labour in the province. They have spoken very recently at the Ontario Federation of Labour convention and they certainly indicated they don't regard this ministry as the friend of labour, and with just cause as well.

I think what bothers us, Mr. Minister, and when I say "us" I mean the New Democratic Party and labour in the province as well, is that despite the light in which the ministry might envisage itself, it sure doesn't come across as any kind of crusading ministry or any kind of ministry that would take the initiative in order to protect the rights of labour in the province, as opposed to protecting the status quo.

I will give you a specific example, if I might, since you seem interested in this. A year or so ago I talked about the problems in the lumber camps in northern Ontario where you have unorganized people working for a management that would make the robber barons of centuries ago seem like Goldilocks. In those lumber camps there's no seniority protection, there's no pension plan, and there's very very little safety enforcement. The hours of work are highly questionable. Let me tell you what that means.

In a lumber camp in the town of Island Lake, for example, the men go to work at 7 in the morning and quit at 6 at night and get an hour off for lunch. That is 50 hours a week. The maximum hours of work are 48.

That means they are working two hours over the statutory limit; but management has found a way around that. They give them a 15-minute coffee break every day which takes them down to the required number of hours. As far as I know, that still is against the legislation in the Province of Ontario.

That was reported to the ministry. I asked the ministry to use its information services branch to get into those lumber camps and tell those unorganized people what their rights were. Nothing has happened. I go into those lumber camps regularly, but I don't see the presence of the Ministry of Labour there.

There are other sad examples of the treatment of the unorganized in the province that I am sure have been brought to your attention over the years. What we are really talking about when we talk about those kind of situations is about the working poor in Ontario or the equivalent of the old sweatshops—and I suppose there are some of them around as well. The Ministry of Labour doesn't seem to recognize the working poor or to want to do anything for them.

The Senate committee on poverty recognizes the working poor and how many of them there are in this country, Ontario, by the way, has its share of working poor, even though we are the richest province. Mr. Chairman, would you let me read a paragraph that describes the working poor. The Senate committee is quoting from the Family Bureau of Greater Winnipeg. It's quite brief.

For the working poor who comprise by far the largest poverty group, the lack of income is not the most dramatic criterion for poverty. Rather, the lack of opportunity, resources and power are the more significant concerns. Life needs, such as shelter, food and clothing are, somehow, meagerly met; but such luxuries as recreation and supplemental purchasing power do not often exist.

Poverty becomes circumstantial and highly nebulous. Poverty lines don't effectively describe the true nature of poverty nor do any of the other often used social, economic and political criteria define what it means to exist at a subsistence level. Our communities are not geared to supporting low-income people who lack purchasing power or social influence. If an individual admits defeat, our society benevolently places him on welfare and he faces bureaucratic control of his activities. His life is then governed by the rules and principles of an often archaic system which believes a person on welfare relinquishes his rights. Also, he must not be allowed to become too comfortable for fear that he will become the parasite.

The Senate committee also made the point that five-eighths of the families—not individuals but families—in this country who exist below the poverty line are the working poor. We are talking not about people on welfare, we are talking about the working poor now, who comprise the bulk of people who exist below the poverty line.

Of course, it's one thing for the federal government to recognize it through one of its committees and another thing for it to do

anything about it either. Very often the working poor are worse off than the people on welfare, because the people on welfare get assistance for their drugs and their OHIP premiums. The people on welfare don't have the working expenses, such as clothing or transportation, that the working poor do. People are made worse off by the very fact they work, and of course this pits the working poor against those on welfare.

Now, it's a coincidence some would have us believe that the economic system under which we live requires that kind of division among working people. It works very well for those people in power. It pits the poor and the working marginally-poor against those on welfare. Here is where I think the ministry could be a crusading ministry to help the unorganized become organized. It is incredible that in this province working people still have to get permission to organize together as a union. I don't know how you justify that.

And then, of course, there is the whole question of the injured workman. You know, this government preaches the work ethic day in and day out, and then when the workman does get injured he is penalized. I know we don't want to debate the Workmen's Compensation Board here now, Mr. Chairman, there will be another time for that, but if the big blue machine has a carbuncle on its rear end it's the Workmen's Compensation Board.

I am telling you it has reached a point—well, I have written Mr. Starr a letter and sent the minister a copy to indicate the degree of frustration under which we are living in the Sudbury basin with the administrative bungling of the compensation board. It has just become intolerable. I can hardly wait until we get into the estimates or discuss the Workmen's Compensation Board at a later date.

The Ontario Labour Relations Act remains a millstone around the neck of labour in this province, organized or unorganized. In a brief, I believe it was to the Ontario cabinet, the Ontario Federation of Labour indicated that the amendments to it made it worse than ever before; we will debate that in more detail when we get to that vote. I don't know how you justify that. I worked with a group of people in the labour movement in Sudbury, and whenever I mentioned the Ontario Labour Relations Act and said perhaps we could work together to propose amendments, they said, "Oh, for heaven's sake, don't make any more amendments to that damned On-

tario Labour Relations Act, every time they make amendments we end up worse off." And you wonder why organized labour does not regard you as the friend of labour!

I would ask you how is it that the working men still have to receive your permission to join a union? I have never noticed the small businessman, or big businessman for that matter, have to get anybody's permission to join the Canadian Manufacturers' Association or the Chamber of Commerce.

I mentioned before that it is not a crusading ministry. If it were a crusading ministry, why could you not take a look at one of the Crown corporations in the Province of Ontario and create some kind of model workplace within that Crown corporation?

Take Ontario Hydro, for example. Labour relations at Ontario Hydro are no better than they are in the private sector. Yet if this ministry really was interested in the needs of labour, why wouldn't they take a look at their own Crown corporations in the government and say: "Now how can we create a model here that would be desirable for the private sector to work toward?"

You know, if I were calling for the immediate overthrow of the capitalist system and the establishment of workers' control in all the factories, I could see why you might sit there and shake your head; but not to try and improve working conditions among the government's own employees is beyond my comprehension.

Mr. D. J. Wiseman (Lanark): Excuse me, Mr. Chairman, are we on the first vote or are we jumping all over the place?

Mr. Chairman: We are on item 1.

Mr. Wiseman: Are we on the main office or where are we?

Mr. Laughren: I realize that you might find this offensive, since it challenges the precepts under which you live, but it is under item 1 of the first vote.

Mr. Wiseman: It seems to me you have been jumping all over the place, but maybe I—

Mr. Laughren: Well, of course, since vote 2101 supposedly deals with the direction of the head office. Is that not what we are talking about? Where was your objection when we were talking about the apprenticeship programmes or talking about the Mickey Mouse programmes for students in the summer?

Mr. Wiseman: I felt we have been jumping all over the place this afternoon and getting away from where we should be.

Mr. Laughren: What?

Mr. Gisborn: It is the member's first time on the committee, he doesn't understand the procedure.

Mr. Laughren: Well maybe he should stick around. Well, Mr.—

Mr. Wiseman: I just feel if we are going to make any headway we have to stay on the vote we are supposed to be on.

Mr. Laughren: Well, if we are going to make any headway, we are going to move this ministry too.

Mr. Bounsall: This is the vote where you can criticize the minister.

Mr. Haggerty: Mr. Chairman, the point is that you are right; you don't get to arbitration until—what is it, vote 2103 or something like that.

Mr. Laughren: I don't think I dwelt unduly on any particular issue, Mr. Chairman.

Mr. Haggerty: It is the industrial relations programme, 2103, I guess it is.

Mr. Laughren: So what I am saying to the minister, through you, Mr. Chairman, is that I would like to see this ministry become the spokesman for labour. I believe my colleague from Wentworth dealt with that last night. You should take a more active role in improving the lot of labour in the Province of Ontario, whether they are wearing blue collars or white collars, whether they are male or female. You should encourage the unorganized to organize. I see that as one of your major responsibilities.

I would encourage you to encourage the labour movement to seek a participatory role in the place in which they work. It is still beyond my comprehension why the working people in the mining community don't have a say about safety, about the very things that affect their lives. I, too, would like to see construction in the mines—as a matter of fact all mining personnel—come under the Ministry of Labour in matters of safety. Mind you, I am prejudiced, because I happen to believe that the Minister of Natural Resources is not fit to hold office, let alone have anything to do with the miners who extract the ores in this province. That is becoming clear daily as the sordid story comes out about the silicotic men in Elliot Lake.

I would like to see you encourage the formation of daycare centres across the province for the female sector in our work force and conduct a programme of public education to dispel some of the myths about labour. In these ways you might very well be seen as the friend of labour in the Province of Ontario, and perhaps a year from now the Ontario Federation of Labour would have a different kind of statement to make at their annual convention. Thank you, Mr. Chairman.

Mr. Chairman: Shall item 1 carry. Agreed. Item 2, legal services.

Mr. Bounsall: I have a brief question on this one, Mr. Chairman.

Why is there a drastic drop from the 1973-1974 estimates to these estimates? Are the services that are paid under this item largely contracted out to legal people outside the ministry? Or does it represent salaries in the ministry?

Hon. Mr. MacBeth: What figures are you referring to, Mr. Bounsall?

Mr. Bounsall: Item 2 under vote 2101, legal services. Last year's estimates, for 1973-1974, was for \$214,000, now we have dropped to \$174,000. There is a \$40,000 drop.

Hon. Mr. MacBeth: A decrease of \$40,000? Mr. Hess is here and he can perhaps help us out with this. Is that not a bookkeeping matter, Mr. Hess, or are you the wrong one to answer in connection with that?

Mr. P. Hess (Director, Legal Branch): I don't know why they dropped that much.

Hon. Mr. MacBeth: I think it was transferred between—Mr. Webster may be able to give us the answer in connection with that.

Mr. G. A. Webster (Director, Finance Branch): I don't know why they dropped that much. There has been no difference in the operation of the legal services branch of the ministry. There is no contracting out, in answer to the other question that was raised.

Mr. R. D. Johnston: I think the truth of the matter is we were simply overbudgeted last year. You will see, for example—

Mr. J. N. Allan (Haldimand-Norfolk): Mr. Chairman, I was going to say that these are estimates and the expenditures are not stated. Is that correct?

Mr. R. D. Johnston: In 1972-1973, for example, you will see our actual was only \$146,000. They were away below estimates; and I think the same thing happened last year.

Mr. Bounsall: And you are now getting to a more reasonable figure of what you know to be your basic expenditure?

Mr. R. D. Johnston: The expenditure two years previous is closer to being accurate, I think.

Mr. J. F. Foulds (Port Arthur): You are not getting sued as often as you once were.

Mr. R. D. Johnston: No, this is mainly for the provision of the staff. In the case of the lawyers, they are on the staff of the Attorney General but they are seconded to us, including Mr. Hess. The supportin clerical staff is a piece of that whole item.

Hon. Mr. MacBeth: That's the same practice as was followed before, though. I thought there had been some transfer between the Attorney General's ministry and our own, but not so far as accounting is concerned.

Mr. Hess: Not so far as accounting is concerned, that's right.

Mr. Bounsall: With the number of changes we are expecting in the various Acts this year, however, perhaps the figure should be more like last year's estimate than the one we have in here. When we hear about changes to the Employment Standards Act this fall and changes to the Labour Relations Act next spring, perhaps your service will be more used than the \$174,000 shows.

Mr. Hess: I don't know what that has to do with the salaries.

Hon. Mr. MacBeth: I think there is money here for the publication of any changes in the Employment Standards Act. But insofar as the salaries are concerned, I think we are working these people, supposedly on a full-time basis, all the time.

Mr. Hess: In the prior year we had an extra two on complement, which we lost. That would account for some of the reduction.

Mr. Bounsall: How can you get by with two less? I would be interested in that story.

Mr. Hess: We were doing collections and we found we didn't need that complement.

We had a collection officer who is no longer with us. We are getting along without him.

Mr. Bounsall: What did you stop collecting?

Mr. Hess: We collected under the Industrial Safety Act, for example. Then of course there were changes made through COGP. We also collected fees for approval of plans and things of that nature.

Mr. Chairman: Mr. Ferrier.

Mr. Ferrier: When there is an infraction against your legislation and you have to proceed to court, do your own lawyers take the case or do you engage outside lawyers, or the Crown attorney? How is that kind of thing done?

Hon. Mr. MacBeth: For the most part I understood we did our own work, but I thought there was some contracting out in some locations, Mr. Hess, on some matters.

Mr. Hess: The legal officers of the legal branch do the prosecutions. There are certain times in certain areas where the local Crown attorneys do assist.

I'm thinking particularly of Ottawa-Carleton. They do a fair amount to help us out there. They also do this in Essex, and in London. But generally speaking, if we consider it to be a serious prosecution involving a considerable amount of preparation, we will do it.

Recently we have been contracting some out on a daily basis, due to the fact that a legal officer had resigned and we were unable to replace him until yesterday.

Mr. Ferrier: In northern Ontario, do you go into the north yourself?

Mr. Hess: Yes, we do. We get assistance in Sudbury from the assistant Crown attorney in some cases. Generally speaking though, in Thunder Bay and all the other areas we go up and do the prosecutions.

Mr. Ferrier: Thank you.

Mr. Reid: Before you go, Mr. Hess, could you go over this? What do services \$162,000 involve?

Mr. Hess: That is mainly salaries charged to us by the Attorney General, on whose staff these lawyers are.

Mr. Reid: Do services all through these estimates refer primarily to salaries and wages of one kind or another?

Mr. R. D. Johnston: Mainly.

Mr. Hess: They do under our estimates.

Mr. R. D. Johnston: You would need to ask, but you are looking at a special situation here that every ministry now has because all the lawyers are on the Attorney General's staff.

Mr. Reid: Yes, but when we talked about services under the main office vote we found that it was all the summer students. So they are all wages. Is this general? If they are, it's kind of a misnomer.

Mr. R. D. Johnston: I think you will find it is quite different under research. In research it is mainly the cost of work we contract out to universities and others, isn't it, John?

Mr. Kinley: It is that and printing and a lot of other things as well.

Mr. Reid: I've been in touch with Mr. Hess and his department in the case of back wages and vacation pay in my area. I don't know if you recall the specific case, but it's gone through two or three legal machinations in which the employer, who is well known, has not paid bills of any kind and has stalled it in a legal sense. He is now arguing with the ministry and apparently it looks like this matter is going to have to be taken to court eventually. This particular case has dragged on, what is it Mr. Hess, 18 months?

Mr. Hess: I think I became involved in June of this year. I don't know how long it went on before then.

Mr. Reid: The people in your department were aware of it long before June, so it has been dragging on for some time. I wonder if there is any way we can speed up this process, because if somebody is entitled to wages I don't imagine the court awards interest.

Mr. Hess: That's the case where the employer is a non-resident, as I recall.

Mr. Reid: Yes.

Mr. Hess: Of course it is very difficult to get jurisdiction over a non-resident unless you can serve him within the jurisdiction. I imagine the only answer to this is prosecution in the provincial court. This is the only way. We would have to serve him when he is within the province.

I will be glad to issue the necessary information, and if you will have someone let me know when he comes across the border we will try and arrange to have someone meet him with a greeting card.

Mr. Reid: His camp is in Canada, he is a tourist operator.

Mr. Hess: I can't serve the camp. In order to get jurisdiction over him I have to have him served personally when he is in the jurisdiction.

Mr. Reid: Well, somebody could arrive at his camp and hand him that funny little letter.

Mr. Hess: He probably won't be there. When will he be there?

Mr. Reid: He is usually there in the fall.

Mr. Hess: That's now?

Mr. Reid: Yes.

Mr. Hess: All right. If we can get in there without—

Mr. Reid: Your Mr. Murphy has the details. I am not saying it is all as cut and dried as it sounds.

Mr. Hess: If we can get in there without a dog team I am sure we will try and do it.

Mr. Foulds: And what is wrong with a dog team?

Mr. Hess: It costs a lot of money.

Mr. Reid: You can't afford to feed them these days!

Mr. Chairman: Item 2 carried? Carried. Item 3, research.

Mr. Reid: Mr. Chairman, you are on my favourite subject.

I do apologize to Mr. Kinley, because I promised him at one point or other that I would come down and see him. As a matter of fact, I am hoping at some time, if my schedule permits, to see everybody in their beautiful offices down at 400 University.

Perhaps before I launch into my diatribe Mr. Kinley can explain to us what the \$842,900 is actually being spent on. Last year I had a copy of your research. I asked last night if you would have one available today to indicate just what projects you are researching, what the titles are and what subject areas you are after in research.

Mr. Kinley: You want a comment on the subject areas?

Mr. Reid: Yes. Have you got the list there?

Mr. Kinley: I sent you a list last May and I think it hasn't changed that much.

Mr. Reid: Oh well, I am sorry to hear that.

Mr. Kinley: The principal areas we are working on include seven or eight projects going on under a title we have labelled "working time," that has to do with hours in some aspect or other. It may have to do with work on the employment standards legislation, it may have to do with work on the compressed work week, it may have to do with data needs on hours questions—it is a very difficult area to get information on—and this type of thing. Working conditions and forms of employment relationships: We have made that a special area. Perhaps it doesn't communicate an awful lot, but what we are attempting to do there is work on job satisfaction on new working arrangements of various sorts such as staggered hours, compressed work weeks, flexible time, worker attitudes relating to these. We have going in that area at the moment a series of case studies, because we think this is the practical way to get at the question of the quality of work experiences. We are beginning to look at employment conditions in certain industries in which they are regarded as not being too favourable. We have done one or two of these. The taxi industry was looked at in quite considerable detail and an horrendous report it was. It was internal I am afraid—

Mr. Reid: Internal, you say?

Mr. Bounsall: Still is.

Mr. Kinley: You wouldn't want to read it, it's so awful.

Mr. Reid: If it is anything like the one on union and non-union wage differentials, I am sure I don't want to read it.

Mr. Kinley: We are currently looking at variety stores. We have just completed a lot of work on research into agricultural workers.

Mr. Reid: On agricultural research?

Mr. Kinley: Yes, farm labour.

Mr. Reid: All right. You did do something—you prepared a report on that or it is being—

Mr. Kinley: Yes, there is a report being prepared at the moment. I think it will be published before the end of the year.

Mr. Laughren: Did you commission the OFL report on farm labour too?—

Mr. Kinley: No we didn't, but we kept in touch with them.

Mr. Reid: Of the amount there—\$581,000 or \$600,000 for salaries and wages—how much of that is spent within your ministry and how much outside research is farmed out?

Mr. Kinley: The salaries and wages are entirely within the ministry.

Mr. Reid: Within the ministry.

Mr. Kinley: That's right. There are 50 people on the research staff and some of these are fairly highly paid people.

Mr. Reid: Is the \$96,000 under services then for research that is farmed out? You told us last year in our conversation, or correspondence, that some of this was done by universities or particular people with projects to do with the ministry.

Mr. Kinley: Yes, some of that is farmed out. Some of it is money that goes to Statistics Canada to buy special samples for surveys or special runs of data—for instance, we just got one in a couple of days ago on part-time workers. We are trying to present a picture on the extent of part-time work in the province and who is doing it. A considerable amount of it goes there. Some of it has gone for special information on welfare funds of construction unions. We are trying to get a picture of the seasonality of employment in the construction industry and this has to be taken from the people who are trustees of the welfare plans, and this sometimes costs quite a bit of money. We have a few projects farmed out to university people.

This has been, I'm sorry to say, a declining part of that total amount in recent years because the costs of obtaining the necessary services to operate the branch have more and more been charged against the services account. But I think there are currently two—perhaps three—projects that are outside.

Mr. Reid: I want to bring the minister's attention to one of your publications—"Union/Non-union Wage Differentials. A Cross-Sectional Analysis," by Mr. Gerald Star. In the foreword to this weighty tome, in the second paragraph, he states: "The study was undertaken while the author was a member of the

research branch of the Ontario Ministry of Labour and has been accepted as a PhD thesis at the University of Toronto." Then he goes on to say:

As in many quantitative studies of labour market behaviour, extensive use has been made of standard linear regression analysis techniques." [And I would like to quote from page 13 of this missive.] "For production workers, the coefficient attached to the concentration variable (CR) was invariably positive, but the interaction term (UCR) was consistently negative, and the equations covering non-production workers—both these variables—were not statistically significant.

I defy anyone here to explain to me what this is all about.

Mr. Bounsall: What does UCR mean? I understand what CR means.

Mr. Reid: That is probably a negative CR. I have really two or three questions related to this. On page 85, we have the variant-free model spillover effects in calculus and so on. I studied economics so I know these are legitimate. I wonder, first of all, how many of these are being done so someone can get his PhD? If so, I would like to apply because I have to write a thesis for my MA in economics. I would certainly like to be funded by the Ministry of Labour or anybody else who would put up the money.

Secondly, do you find that something like this is really of any use to you? Having been at least in the academic life, although never having been accused of being an academic, I know that a lot of things are "makework." Particularly when you are working on a thesis, you try to narrow it down so much. You become so esoteric in your approach that nobody can understand it and, therefore, your thesis will be accepted and you will get that little bit of sheepskin that opens the door to all these wonderful opportunities. Perhaps you could answer that, first of all. Is there much going on for these people?

Hon. Mr. MacBeth: I keep looking over again. Mr. Kinley is anxious to respond.

Mr. Reid: I can see that he is. That is why I am trying to string it out a little.

Mr. A. J. Roy (Ottawa East): I think the minister should respond. It sounds like a question he should answer.

Hon. Mr. MacBeth: Well, certainly, but I am afraid I don't know the answer.

Mr. Kinley: Ever since the branch was set up, we have used this device to some extent to attract good people to the branch. What has normally been done is that we try to see if their thesis topic might be something of interest to labour and to the Labour ministry. I happen to think that this is one of the best pieces of work we have ever done in the branch.

Mr. Reid: It could very well be.

Mr. Kinley: Information on union and non-union wage differentials, which it presents quite simply, in spite of the analysis, surely is a very important consideration in the determination of labour policy.

Mr. Reid: You find that something came out of this, in other words. It's not related to all this beautiful calculus.

Mr. Kinley: I recognize, of course, that there are portions, but there they are. We have normally brought these people in. I shouldn't say we've reduced their salaries, but the time they have to write their thesis is considered in determining the salary they get. This particular gentleman, and I think everybody at the head table here would endorse my statement, is one of the most valuable employees the ministry has had in the past 10 years. He did a tremendous amount of work in the five years he was with us outside the scope of this thesis.

I think it is a good practice to encourage highly skilled people to come into the government and to give them opportunities to serve their objectives to some extent, while we reap the benefit of their skills and their intelligence. This is just an excellent example of that situation. That man did more work for the research branch and the Ministry of Labour in the five years he was with us than many people we bring in with lesser skills—a great deal more work—and don't give this sort of opportunity to.

On the question of how often do we do it, I think in the 10 years since the branch has been there, there have been four people who have had some consideration of this sort with respect to a thesis.

Mr. Reid: Well, I am not denigrating either Mr. Farr or perhaps even the conclusions that came out of this. I just wonder sometimes—well it bothered me that this sort of—I find your explanation compelling. Can you tell me what practical aspects these have? In other words, what do you do now you have got this report that cost the taxpayers money, regardless of how we slice the loaf?

We have got the research summary of it. Supposedly there is some illumination in there as to the differentials. Where do you take it from there? Do we file this carefully in the research library and all those who are writing a similar thesis then make use of it? What practical application does it have within the ministry itself?

Mr. Kinley: I think it's the most compelling argument we have produced from the ministry so far for extending organization of workers.

Mr. Reid: Well, you know, I find that hard to swallow in view of the problems of certification and organization that are set up by the acts of the ministry.

Mr. Kinley: I didn't claim the two things—

Mr. Reid: You are claiming that the most compelling reason for unionism, or being organized, is the better benefits, wages and so on.

Mr. Kinley: It gives us reasonably conclusive evidence, and the first in this country, along this line that there are some real financial benefits flowing to workers from organizations. Is that not correct?

Mr. Reid: Well, no, I agree with that. But then, you see, that's what bothers me—and I don't pretend to be an expert on your branch, Mr. Kinley. But it seems to me there you take—that is where you end. It seems to me that should then go to the minister and it should be said, "Look, there is a benefit to the workers of the province in being organized." This isn't your problem, I know. Therefore we should make it as relatively easy for them to organize as possible, which means changing the Labour Relations Act and so on, so that certification and becoming organized can become as easy as possible. Do you see the point I am making?

Mr. Kinley: Perhaps it is an input into what the Minister of Labour had to say last night.

Mr. Reid: Well, I wasn't impressed with what the Minister of Labour had to say last night.

Hon. Mr. MacBeth: I didn't expect you would be.

Mr. Reid: The minister said relatively little last night. And I hope you are not suggesting that—I think there is more to your research than that.

Mr. Bounsall: You are muzzling the facts. If last night was good indication, you are muzzling the minister.

Mr. Reid: It bothers me that I don't see any practical application coming from this kind of thing. If the minister would stand in his place and say, "All right, based on this, or based on the results that Mr. Kinley has brought to my attention, as a result of this, we are changing the Act so that certification can become much easier because we think it is of benefit to the labouring people to be organized," then I would say, "Hooray! Let's double the budget."

Mr. Kinley: Can I respond to that one?

Mr. Reid: Yes.

Mr. Kinley: On the question of getting good research people, I see the research activity as doing rather broad, and quite generalized, policy research in which you may not identify the specific policy implications. Then I think there is a level of research in which you are directly concerned with policy, and that document would be an input into the second category. Then I think there is the third, which is basically an information activity. And I made the point, and I'll stand on it, that in order to attract good people and have them in the ministry and have them doing the work on policy research that this man did—just a tremendous amount of it—we are well rewarded if all we have to pay is one study of that nature.

Mr. Reid: That's right. Okay. Well, you are not going to divert me from my original point, and that is that in some of this stuff I accept that maybe you have to accept some of that. But I would like to see there be some direct practical aspects to some of it—not all of it. I know, I did research myself, but 90 per cent of it was a waste of time or not applicable to anything. However, I hope I've made that point.

I would like to ask if, for instance, you are doing any studies or research—and maybe this is just an information aspect as you suggest—on the number of bankruptcies in the Province of Ontario, and how it affects the working men and how they are losing wages for time and work and effort they have put into their jobs? Are you doing anything on that aspect?

Mr. Kinley: No sir. In the research branch we are not doing anything on that. I think Mr. Hushion is doing some work in this area

but we are not doing anything on the number of such situations.

Mr. Reid: All right, how about the length of arbitration proceedings?

Mr. Kinley: Yes, there is work going ahead on the length of arbitration proceedings. It is quite extensive and it has to do with both hospital arbitrations and rights arbitrations.

Mr. Reid: How about first contracts?

Mr. Kinley: Yes, we have done a lot recently on first contracts.

Mr. Reid: This will go into the hopper and at some point or other filter up to the minister and he will say, "Ah ha!"

Mr. Kinley: Some of it is already well into the hopper.

Mr. Bounsall: That is another thing we both want.

Mr. Reid: Maybe I shouldn't be pounding you over the head, Mr. Kinley, I should be pounding the minister.

One other question that is of interest to a lot of people. This may be Mr. McNie's department—I was going to bring that up when I first mentioned it, then I thought I'd save it for you since you were here and he wasn't—how unemployment insurance and other social programmes have affected the numbers in the work force and their desire or need or whatever to work. Have you got any studies going on that?

Mr. Kinley: How it affects the desire to work? Is that what you—

Mr. Reid: Well, their desire or their need to work, whatever you like.

Mr. Kinley: We have done a bit of work on that in connection with the work we do on setting minimum wage levels. It is not extensive. I think most of the work being done in the province is in community and social services, in connection with the income security review.

Mr. Reid: Okay. Thank you.

Mr. Chairman: Mr. Bounsall.

Hon. Mr. MacBeth: I would just like to add that in connection with Mr. Reid's concern that we weren't paying sufficient attention to the research that our own ministry does, we may not be paying as much as Mr. Kinley would like us to, or even you yourself, Mr. Reid. But that type of research is the

basis on which the recommendations are made to the ministry, along with other relevant information that comes to us. Some of the decisions, somewhere along the line, may become political, but the factual information is gathered by our own people. In the short time I have been there, I rely a great deal on the kind of reports that Mr. Kinley brings forward. So let me assure you, sir, that they are used.

Mr. Chairman: Mr. Bounsall.

Mr. Bounsall: Thank you, Mr. Chairman. I would like to say that I thought the study on the union/non-union wage differentials was rather a good one; at least the conclusions that the figures were able to support was rather a fine one. Again, couple that with the preamble to the Labour Relations Act in which this government is supposedly encouraging the formation of collective bargaining units across this province. It is clear that it is only the attitude of the particular Conservative government here which is not taking more into effect this result and its own preamble to the Act, in terms of encouraging the formation of collective bargaining units. However, that is a bit off the topic. I thought it was a good report.

I have some questions on the research that is being done. A couple of years ago we were led to believe that there were three sorts of studies being done. As far as I can recall, I have never seen the result of any. Perhaps I just missed them. The odd time I do miss a major document that comes in, and am surprised later to find that it has been around for a while. One was the impact of the 1970 changes in the Ontario Labour Relations Act. Was that done?

Mr. Kinley: May I respond generally to the point as well as to the specifics?

Mr. Bounsall: Sure, please.

Mr. Kinley: Yes, it was done. It was not published.

Mr. Bounsall: Did it prove anything?

Mr. Kinley: Oh no, it proved some things. It proved that some of the changes really had very little impact. It was done less than a full year after the changes were made. We have tried to keep most of this information up to date—most, not all of it, because some provisions have been used so little it was scarcely worth spending the money to look at them.

But the work of the branch is really a service to the ministry. We don't set out to

publish everything we say we do. Providing you with lists of things we are doing doesn't mean we're intending to publish everything we are doing. Nor does it mean everything we do gets to a stage where it is in publishable form. If you are going to publish it, it has to be very precise and very well written. The time to do this doesn't exist on everything we touch. There is no reason why the information on the Labour Relations Act could not have been published, as far as I know, much of the information produced on the same topic since has been released to the OFL and to management organizations. I believe it already has been quoted in this session.

Mr. Bounsall: Relating to the changes in the Act?

Mr. Kinley: Yes.

Mr. Bounsall: But I wouldn't have seen a piece of paper crossing my desk or a document of any kind stating this is the result of the study?

Mr. Kinley: That probably is true. On that particular one you would not have seen a document.

Mr. Bounsall: But you say it is in publishable shape?

Mr. Kinley: I don't think the current document is in publishable shape. But the information in it, properly presented, could be made a publishable document.

Mr. Bounsall: I realize it's not your decision, Mr. Kinley, what should be published and what isn't. It's finally the responsibility of the minister. I know it's your responsibility to get it in shape so it could be published if that becomes a decision.

But I'm a little disturbed that you make these studies, we pass these estimates on research, and somehow we, the members of the House, never get a chance to see the result.

Mr. Reid: Trundle down to 400 University.

Mr. Bounsall: If I had a different outlook on life I would normally have thought I'd find something sinister here. Some of my colleagues in the House probably would. But how much of this data on these things do you have sitting around that perhaps proves a case one way or another that doesn't get published, Mr. Minister?

Hon. Mr. MacBeth: In the short time I have been here I have made no decisions

either to publish or not to publish. I'm not saying I'm not prepared to make them if I'm asked to. I don't know what the policy has been as far as when you decide to publish something and when you don't. To date I haven't said "Don't publish that," or "Do publish this." I haven't been asked to make those decisions. Mr. Johnston, can you tell me a little more about how that works?

Mr. R. D. Johnston: I would only be elaborating on what Mr. Kinley has said. Most of the work in the research branch is done to support activities within the ministry, whether employment services, labour relations, safety or whatever. Admittedly a lot of that information is ultimately used in making policy recommendations or putting forward policy alternatives. The decision to publish is really based on whether the information is of general enough interest to warrant publishing it, and whether it is in a form that we'd be proud to publish.

On the point you've mentioned about data put together on the effects of the 1971 changes in the Labour Relations Act, we only had two years of experience. Now we've got three. It wasn't terribly meaningful until you had at least two or three years of experience. We haven't attempted to cover that up or anything of the kind. It has been made available to the parties we have consulted with on the Labour Relations Act, both management and labour, and they and we have been able to draw some conclusions from it, as to what was the effect of the changes, for example, in the certification ground rules.

Hon. Mr. MacBeth: That practice, on publication, has that been a decision that you have asked the minister to make, or has that been made at a lower level in the department?

Mr. R. D. Johnston: Generally at a lower level.

Mr. Kinley: It has been mainly an administrative decision.

Mr. Reid: Could I ask a question? How many of these are marked "internal use only," and who decides that question?

Mr. R. D. Johnston: I don't think they are ever marked in such a fashion.

Mr. Reid: Mr. Kinley mentioned the taxi study and I thought you said it was an internal document; not that I want to read about the taxi industry.

Mr. Kinley: No, it hasn't been published. I don't think it was marked "internal use only."

Mr. Reid: So you are telling us, in effect, that if we trundle down to 400 University and up to—

Mr. Kinley: Yes, we would show you.

Mr. Reid: You would show us?

Mr. Kinley: The reason that hasn't been published is that the amount of work to put it in publishable form is just ridiculous and we don't have the resources for it.

Mr. Reid: I am not particularly concerned about that.

Mr. Bounsall: Could we also send down for it? For example, we now know that you have some material on the taxi industry that would be available to be seen. Could we send down and get a copy of what you have? You have photostat machines or you have more than one copy. You have probably got it on stencil. That would be possible as well, I assume, for a lot of these documents which you haven't published and which I gather you are not trying to keep particularly secret; we can always get at the information in it?

Hon. Mr. MacBeth: As far as I am concerned, I know of no reason why this type of information should be kept secret or why it isn't available. I wouldn't want to say, "Yes, we'll give you photostat copies of everything." It might go on for pages and pages. I don't think you would be so unreasonable as to ask that sort of thing, but I see no reason why this information shouldn't be made available to you.

Mr. Bounsall: There are two other studies that are in the wind, which I have never heard of but which I assume fall into the same category. One is on the obstacles to employee organization.

Mr. Kinley: Yes, I can respond to that. That got listed but not started for some time.

Mr. Bounsall: Not started ever?

Mr. Kinley: Oh, yes, I can assure you it was started, after your remarks last year, with a vengeance. It currently is in six-part form: one having to do with certification; one having to do with unfair practices; one having to do with first agreements and the obtaining of agreements; another having to do with union structures; another having to do with industry structures; and another having to do with occupations as obstacles to organization. In other words, I have named the six parts.

The first three, and the one on industry structures, are well under way. I believe all

the data is available, from the computer, that is, for a three-year look at the administrative side. We thought the administrative structures were more important, so we looked at those first. We felt the institutional obstacles were secondary and more difficult to look at.

Our intention is to release the reports out of that study. I would think we would be beginning to get reports out of it by the first quarter of 1975, but I hesitate to say because there is a tremendous amount of work here and we have one person working on it and he doesn't always get to work on it full time. However, that data again has been used extensively in the ministry in the last four months.

Mr. Bounsall: Do you want in on this point?

Mr. Gisborn: Yes.

Mr. Chairman: Mr. Gisborn.

Mr. Gisborn: There have been, over the past few years, questions to the minister in reference to minimum wages. A usual question in the House was, "When is the minister going to consider an increase?" He would invariably reply, "It's under review now," or "We're reviewing the impact of the last increase so that we'll know more about when to make the next increase." There have been requests for copies of the results of your survey, which should come under research. Have you got anything at all on your review or survey of the impact of the last three increases in the minimum wages in the province?

Hon. Mr. MacBeth: Mr. Johnston, I'll have to pass that one to you. I don't know just what the position is.

Mr. R. D. Johnston: Well, the nature of the review hasn't been the same in each case. Following some increases in the minimum wage we went into what might be called more depth. On one occasion, using information from federal Manpower, we did some work in trying to learn more about the sort of characteristics of low-wage earners. So, we haven't done the same thing every time.

Each time, however, we've looked at the basic things, such as the changes in the consumer price index and in the industrial composite. And we have kept our figures up to date on the numbers of people in various so-called low-wage industries. We have this kind of information, but it isn't coming out necessarily as a kind of comprehensive report; much of it involves the updating of information.

Mr. Gisborn: That's right. Most of the research data you've just mentioned have been available to almost anyone who wanted to dig into both the federal and the provincial statistics.

But in the sense of the term given by the ministers, I always accepted that their concern, and what they were reviewing, was the impact upon the low-wage industries. They had a fear that the increase in the minimum wage would put some small industries out of business, and this was why they were making the review.

Mr. Reid: Certainly your predecessor was of that mind.

Mr. Gisborn: I was interested in when we were going to find out why there was sometimes a long delay or reticence to recognize low-wage industries and raise the minimum wage. Several times I got the answer about the impact on the low-wage industries of a minimum wage increase. I think we should be entitled to that information because your predecessors in this ministry had a concern about the impact of an increase of the minimum wage upon the small industries. They even said at times, "We don't want to put some of them out of business."

Hon. Mr. MacBeth: Well, I have not seen such a survey, but Mr. Kinley can tell you more about it. It hasn't come to my attention.

Mr. Kinley: Sir, on this question of minimum wage impact—and I say that it is exceedingly difficult to isolate—the economy is changing in so many ways that when you try to get out and measure the consequences of a minimum wage a year later, or even three or four months later, it is tremendously difficult.

Washington has tried to do this since 1950 and has not been very successful. We have tried to do much the same sorts of things. Back in the late 1960s, we did do two studies on the impact on five industries—that is correct—to see how they adjusted to the minimum wage and if the principal adjustment was in terms of short-term employment effects or some other form. We had great difficulty in measuring the consequences. The one thing we came up with very conclusively out of that study, however, was that differentials are re-established as a result of minimum wage adjustments. I think that was probably the principal clear finding of that whole effort.

Mr. Gisborn: I agree with you.

Mr. Kinley: Since that time we have done much more limited work. After the \$1.80 increase, I think, we looked into the consequences in resorts, in retail trade and in one or two other areas. This was not an extensive study, and it was presented in memoranda that we've used since in reports, in adjusting the minimum wage and so on. We have not published that—it certainly isn't in publishable form—but the information is there for anyone to look at.

Mr. Bounsall: Well, what is the information on that one?

Mr. Reid: What did you find?

Mr. Bounsall: On the impact of the \$1.80 minimum wage on tourist resorts and small businessmen?

Mr. Kinley: I can't recall it all right now, but one of the principal things in relation to the tourist resorts was the question of the differential for students and it was a question of whether or not the differential created jobs for people under 18 years of age or did not. The conclusions are not dramatic. We couldn't get a very clear view in either direction, but some people did stop hiring people for summer resort employment who were over 18 years of age and employed those who were under.

In another situation in the retail trade area and restaurants, we attempted to get some information on how they adjusted and there was some indication there of cutting employment or straight raising of prices.

I would just like to say one thing further. As the result of the difficult task of measuring this impact in the ways we have approached it in the past, we are just beginning to initiate two studies, one in retail trade and the other in the hotels, restaurants and taverns, where a vast number of the low-paid workers are, to see if we can get at this by very, very careful detailed study of these industries over time, relating the minimum wage adjustment to price changes, to levels of employment and any other variable that we think will be relevant here.

These two studies are just in the design stage, I hope that by the time we come around again we might have something out of that.

Mr. Gisborn: I would be happy if you just forgot about the whole exercise, because what I expected was happening has happened. I agree with everything you said, but it was hard to find out anything that would

be of any use. We've had the poverty investigation. We've had the Ontario Economic Council's recommendations of poverty levels and we've had the federal recommendations on poverty levels, which should be enough for the minister to recognize what a minimum wage should be and how he could adjust it. Over the many years it's only been adjusted 5, 10 or 15 cents in any case. I don't think we should spend any more research money on trying to find out that impact on those employers who can only afford to pay the minimum wage.

Mr. Chairman: Mr. Newman.

Mr. Bounsall: I was still on research, Mr. Chairman.

Mr. Chairman: Mr. Newman wants to speak to research.

Mr. B. Newman (Windsor-Walkerville): I want to ask a few questions on research.

Mr. Bounsall: I thought I just yielded to Mr. Gisborn for that one question. I won't be very much longer. In your annual report that we just now received, in the research section you talked about the studies you're making re exemptions, the removing or revising of specific exemptions in the Employment Standards Act. I assume that's what is being talked about. That's all been done, I gather. Are there any of those studies on exemptions still in progress?

Mr. Kinley: It's between Mr. Hushion's area and ours. I think that his people are taking the responsibility for preparing the documents but we have done a lot of the work in digging, if you want, and getting information out on these exemptions. I think we're just about through, except for one or two things. It's a monumental task.

Mr. Bounsall: Oh, I know there's a lot of data that can be pulled out once you set your mind to it. Is the termination study finished?

Mr. Kinley: Yes, sir, the termination study has been going on all year. There currently is a committee in the ministry meeting to draw conclusions from the work that has been done and I think that is just about the fair point to say where those are coming from. Again, this is a series of papers that we would have no embarrassment at all showing you, but they have not been prepared for publication.

Mr. Bounsall: Do you have a list of just what you've studied re exemptions and re-

movals or additions in the employment standards area?

Mr. Kinley: What classes of employees were examined, do you mean?

Mr. Bounsall: Yes. You talked about termination. That's one specific thing you can look at, and the study is completed and that committee is looking at the effects of it. I'm asking what other areas specifically. I know you've mentioned taxi drivers—they're involved in an exemption—and farm workers. I'm asking what others beyond those three?

Mr. R. D. Johnston: Practically every area is in the Act, isn't it?

Mr. D. E. Hushion (Executive Director, Employment Services): All of the exemptions. As you know, the exemptions vary. There are exemptions under particular standards. We're looking at all of these things.

Mr. R. D. Johnston: As you know, the exemptions are not just a kind of wholesale exemption. Some classes of employees are exempted for several standards and some for only one or two. We had a look at them in those variations.

Mr. Bounsall: From within the various categories. By and large, you say, that with the few exceptions this is all done and we can just look at the background material on it. Although you might not publish it, we can get the background material on it?

Mr. Kinley: I don't know. You'd have to ask Don.

Mr. Bounsall: Well, you said okay on termination. I assume the termination data—

Mr. Kinley: Yes, but on the exemptions I don't really know the data.

Mr. R. D. Johnston: But on this stuff it is very much part and parcel of position papers that we are putting together for the minister in the policy field for reviewing the present policy on this matter. We want to complete that. We are not just going to stop at the end of the research stage. It is a continual—

Mr. Bounsall: But you do have a recognizable research component on the taxi drivers, for instance?

Mr. Kinley: I don't think we have recognizable research papers on these exemptions, do we, Don?

Mr. Hushion: We have developed a process for looking at these exemptions, the relative criteria. As Mr. Kinley pointed out, it has been a joint effort between his staff and the staff of the employment standards branch. I haven't seen the specific papers but there will be specific notes or papers on each of the exemptions. Some of them will probably be fairly brief. At this particular point the papers haven't reached our desk yet, but we are expecting them within the next week or so.

Mr. Kinley: I was told our work would be done around the end of this month.

Mr. Hushion: The deadline we had set on this particular project was the end of the month.

Mr. Bounsall: One of the things that we heard a year ago from the minister at that time that ran through the theme of his opening remarks and then at various other times throughout the estimates was his interest in humanizing the work place. Humanizing the work place involves things like the temperatures at which workers are required to work across the province, the humidity, air pollution and what-have-you. I was interested in whether this sort of emphasis from the former minister on humanizing the work place, particularly as it affected some of the working conditions, was picked up by the research branch doing specific projects that would have flowed from those feelings or those remarks of a year ago.

Mr. Kinley: Yes, sir. Some of it was mentioned already. I suppose all the work on farm labour and the variety store studies come close to being that, but the more important things and more directly related things are those having to do with new arrangements on hours. I mentioned the series of case studies on how establishments in Ontario have been trying to implement better working conditions.

Nothing has been released from those studies yet. Four case studies are in an advanced state of preparation and two or three more are planned. These are specific looks at situations where you are developing a new plant or where you have an old plant and want to do something about the quality of work experiences in those situations, and how you can go about doing this.

We felt that this initially was perhaps the most useful thing we could do as sort of demonstration projects, and making information available on these demonstration proj-

ects, if you want, to show people what those who are trying are accomplishing and how they are going about it to improve the working conditions of employees and their job satisfaction.

If you have other ideas on that I would certainly like to hear them. We have limited resources but that is the way we have approached it to date and we have one or two excellent case studies if we can just release them. We have to get approval, of course, from the places where we do the case studies.

Mr. Chairman: Mr. Newman?

Mr. B. Newman: Thank you, Mr. Chairman. I want to ask Mr. Kinley if studies concerning the four-day work week have led to anything conclusive at all. I have noticed that Chrysler has adopted that plan in Detroit, carried it on for three months and then dropped it, primarily because of not being able to take advantage of that extra day, because the children and the family were at school and as a result they couldn't have an extended weekend.

Mr. Kinley: Have you seen this document on "Employee Attitudes Toward Compressed Schedules in Ontario"? I think that is the summary document that relates to the question you are asking.

Mr. B. Newman: May I have a copy of it?

Mr. Kinley: Oh, yes. I am sure you have a copy. We send a copy to every member of the House religiously, but I will get you one.

Mr. Haggerty: Is that what you call compressed working hours?

Mr. Kinley: That's right. The findings aren't too clear. For the most part, people were quite favourable to the compressed working week in the study we did here, but it is perfectly obvious that not everybody thinks it is a thing to keep. I don't know that I can say much more on it than that. I think this document really answers the question.

Mr. Young: Did you study the York-Finch General Hospital compressed work week?

Mr. Kinley: No, we have not looked at that.

Mr. Young: They have instituted the compressed work week up there.

Hon. Mr. MacBeth: Where is that?

Mr. Young: York-Finch General Hospital.

Mr. Kinley: It is fairly common in hospitals.

Mr. B. Newman: The comment on the Chrysler one in Detroit, picking out the one sentence, is that the three-day work week doesn't mean much with the kids back at school. I would assume that the majority of the industrial workers are in that middle class that do have children still going to school. As a result, it didn't prove as popular as we thought it would prove. But that doesn't mean to say it couldn't work in some other type of employment. It might be just ideal for someone else. The ministry hasn't gone into any other study to see that maybe, say, in office procedures that that might be a better approach rather than the five-day work week.

Mr. Kinley: No, we haven't done anything that is anything of a promotional nature. All we try to do is to present the facts on those cases.

Mr. B. Newman: Are there other than industrial workers involved in the four-day work week experiment in Ontario?

Mr. Kinley: Oh, yes.

Mr. B. Newman: There are. Does the ministry have some—not this ministry, but one of the ministries of government. Are any of their employees on a four-day work week?

Mr. Bounsall: Yes, there are some I think.

Mr. R. D. Johnston: I think there may be. Some of them are on what they call flextime. I think some of the revenue people are, where they are using some kind of a clock system where they can come and go as they like as long as they put in so many hours a week. I suppose within that system, if they can choose to do all their work within three days or four days, they can do that.

Mr. B. Newman: Are you monitoring that at all to see if there is any advantage or worker benefit?

Mr. R. D. Johnston: The Civil Service Commission and I think the Ministry of Transportation and Communications are involved in the monitoring of that within the civil service.

Mr. B. Newman: Have there been studies conducted concerning half-day employment, in other words, where an industry could employ an individual for four hours and replace that individual for a later period of the day for another four hours? I am looking at

mothers who would like to get part-time employment, just four hours of the day, so that they could take care of their children for the other four hours. They could put them in a nursery school or they could have their programme adjusted so that someone could take care of the children while they are becoming gainfully employed.

Mr. Kinley: Yes, sir. I mentioned the work on part-time employment. There we are trying to identify where this can go on in the work on special industries. Again the variety store one comes up. A central part of that study is looking for part-time employment opportunities and how the industry implements them and how they might be implemented.

Mr. B. Newman: You are not intending to draw conclusions from the studies, are you, at all, other than just present facts?

Mr. Kinley: I think on that type of study there would be certain findings. Yes, there will be findings drawn out of the studies.

Mr. B. Newman: Have those studies been completed?

Mr. Kinley: No, sir.

Mr. B. Newman: I wanted to ask also of the 30-and-out programme. We can recall that the big three in the auto trade negotiated for a 30-and-out programme. Is it in operation as far as you gentlemen know?

Mr. R. D. Johnston: It is in operation at least in the automobile manufacturing plants in Canada, because it was part of that agreement. It was carried over from the States.

Mr. B. Newman: Is it a 30-and-out in Ontario.

Mr. R. D. Johnston: Yes.

Mr. B. Newman: It's a 30-and-out. It is too recent to know the numbers that have taken advantage of it?

Mr. R. D. Johnston: No, I don't think so. It's pretty new. It only came into effect within the last few months.

Mr. B. Newman: I notice that in the city of Detroit, combining the big three, out of 33,000 auto workers eligible to take advantage of the 30-and-out, only 1,000 took advantage of it immediately on eligibility. They expect the most taking advantage of it as of the first of October would be 5,000—there are some

additional benefits available to them if they stayed in the plan until the first of October. You don't have any comparable figures in here on that at all? It's kind of interesting to note that because the individual reaches the pensionable age, he doesn't necessarily want to be pensioned. He may fight to get the right to be pensioned earlier—and it's very nice that he does—but once he reaches that, he becomes in the eyes of a lot of people pensionable, so he is an old man already.

Mr. R. D. Johnston: One of the things that you will see if you ever work your way through the recently released interim task force report on section 4(1)(g) of the Human Rights Code is that that task force makes the distinction repeatedly between pensionable age and retirement age. Under the present Human Rights Code you can't force a person to retire. He may be eligible for his pension at 58, or 59, or some age by virtue of his own service requirement, but you can't force that person out as we interpret the Human Rights Code. So that distinction does have to continue to be made.

Mr. B. Newman: I would think that that is one of the reasons why a lot of the industrial workers stay in the work force, knowing that they can't be forced out and realizing that inflation could have such a harmful effect on them were they to leave now and still be enabled under our laws to work maybe 15 years longer—because if 30-and-out, an individual getting in at 20 would be pensionable at the age of 50.

Hon. Mr. MacBeth: I think inflation is a real worry to anyone who is going on retirement.

Mr. B. Newman: It's a real worry. Yes, it's a real worry and more so with the large segment of our society that don't have a union to bargain for the rights of the pensioned. In the auto workers there is no problem for the individual who is pensioned off; every time they negotiate wage increases the pension benefit is also negotiated. However, to the best of my knowledge, that's only true in the auto industry—and only among the big three, not necessarily so in the auto parts industry. I would hope through the industrial union and/or the office union—through a union—that the pension benefits for retirees be a negotiable item in addition to any wage or salary increases.

From what I understand this might mean changes to the Municipal Act for municipal employees. It could mean changes to OMERS

scheme. It could mean changes required to the Police Act in the case of policemen who were retired 10 years ago and now find inflation substantially decreasing the value of their dollars and being in a position where they can't benefit by the guaranteed income supplement because they are just above that. They have no fringe benefits, or no survivor benefits in some instances, because when they retired these benefits were not available to the employees.

The effects of inflation can have such damaging and far-ranging effects, I just wondered if the ministry even has undertaken any studies concerning the ravaging effects of inflation. Have you at all?

Hon. Mr. MacBeth: Mr. Kinley, have we done anything?

Mr. Kinley: No, I don't think we have done any study concerning the effects of inflation directly on—well, I am not too sure of that. The deputy minister may have something to say—

Mr. R. D. Johnston: No.

Mr. Kinley: —directly on pensions but we have recognized the point and it is being considered currently in the ministry in terms of the work we are doing and various bits of legislation.

Mr. R. D. Johnston: I think there may have been some work done on this in Treasury, Economics and Intergovernmental Affairs, particularly as it relates to some of the discussions that they have had with federal authorities about the Canada Pension Plan or unemployment insurance or the various benefits of that kind.

Mr. B. Newman: Thank you, Mr. Chairman.

Mr. Chairman: Shall this vote carry?

Mr. Bounsall: No.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Tuesday, October 29, 1974

Ministry administration programme, continued	S-2001
Recess	S-2035

S-71



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF LABOUR

Standing Resources Development Committee

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Tuesday, October 29, 1974

Evening Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, OCTOBER 29, 1974

The committee met at 8:12 o'clock, p.m.

ESTIMATES, MINISTRY OF LABOUR (continued)

On vote 2101:

Mr. Chairman: Item 3, Mr. Haggerty.

Mr. R. Haggerty (Welland South): Thank you, Mr. Chairman. To the minister: Has research been done at all on the pensions in the Province of Ontario, the different pension schemes through different industries in Ontario? I'm talking about retirement—

Hon. J. P. MacBeth (Minister of Labour): Oh, you are directing it to me, and I appreciate that, but as far as what research is, I know we have a lot of information on pensions and pension schemes, but do we have a branch or at least somebody who does nothing but collect this information?

Mr. J. R. Kinley (Director, Research Branch): The pension commission is very much—

Mr. T. P. Reid (Rainy River): I beg your pardon, could you speak up, sir?

Mr. Kinley: Sorry. I believe the pension commission does a very considerable amount and they have recently been working with Statistics Canada at great length to produce a tremendous amount of information. It is not analysed in any significant way, as far as I'm aware, but there is a tremendous amount of information becoming available from Statistics Canada on pension plans and all their provisions, etc.

Mr. Haggerty: I suppose that's in the discussion papers that the federal Minister of Health has on the—

Mr. R. D. Johnston (Deputy Minister): Yes, well, that's what the pension commission is, under that ministry.

Mr. R. Gisborn (Hamilton East): There is an awful lot of—

Mr. Haggerty: Yes, but what I'm looking for is some direction here from the minister.

Too often the survivors of pensions receive very little in any pension, say, that's been in force in some industry in Ontario. Often the survivor, in particular the housewife, perhaps does just as much work getting the husband off to work and looking after his needs and other matters. Why, I feel that the present scheme is unfair to her. If the husband passes on, there is very little left for the survivor. I think this is where some direction by the government or some study should be implemented to see if they can't come up with a better scheme for the wives to obtain a better share of that company pension.

Hon. Mr. MacBeth: As far as I know, we don't have any legislation that says what provision has to be made for widows—

Mr. Haggerty: This is what I'm saying. Actually, as I understand it, a widow has no meaning or purpose at all in life. She hasn't even been named, and I think this is rather outrageous when we should be taking these things into consideration, that they do contribute to the well-being of the Canadian society and they should retain a better share of those benefits that are left there in some pensions.

Hon. Mr. MacBeth: I suppose we could give some direction on it. On the other hand, there again, there are many people, in their bargaining positions, who want to take it out on their present benefits or, perhaps, benefits for their own retirement rather than making provision for the widow. Whether we should be giving direction in this field is a matter of philosophy, I suppose.

Mr. Haggerty: They are going to get some benefits out of the Canada Pension Plan but even that isn't enough if they are going to be able to survive. I am talking about the private pension plans. Let's take, for example, the International Nickel Co. You know they have a wealth of money in that scheme, and it is all down some place in New York State; I believe it is. And perhaps that's where they are buying all the bonds that Hydro is floating down there. It could be, you know.

Mr. E. W. Martel (Sudbury East): No, they are buying battery plants in Philadelphia.

Mr. Haggerty: I don't know, but what I am saying is sometimes a person will put in 25 or 30 years in an industry, and then passes on. There is very little left for that widow, and I think she is entitled to more than what is there. She would be lucky to get even one-third of what's left of the pension. In some cases they don't even receive any—they are automatically dropped, just like that.

Mr. R. D. Johnston: But in that example, and a great many others, it's a matter of whatever the parties have chosen to negotiate. Other things being equal, if you choose to commute part of the funds that are available for pensions to survivor allowances, then you have either got to put more money in the fund or you have got to have a smaller pension for the actual pensioner. That's the mathematics of it.

Mr. Haggerty: No, but as long as he is living and drawing on that pension plan, he will get full benefits. If he passes on—

Mr. R. D. Johnston: I understand the problem—

Mr. Haggerty: —it drops right down. And this is where I think you are penalized by it.

Mr. R. D. Johnston: —but it's a matter of negotiation, at least there's a collective agreement. If the union and the management at Inco—I don't intend to mention companies—

Mr. Haggerty: I just singled out Inco. There are others around. There are probably Dofasco and Stelco, and all of them have—

Mr. R. D. Johnston: That seems to me to be something that should be addressed as part of the collective bargaining process.

Mr. Haggerty: No, I think sometimes they just can't get everything through the collective bargaining process. I think this is where a little leadership from the government should be initiated to do a study on it and find out just what effect it has on the survivors.

Mr. R. D. Johnston: I am sure the Ontario Pension Commission could tell you in great detail how many plans have survivors' allowances and what the nature of them is.

Mr. Haggerty: For example, Horton Steel is a large structural steel fabricating shop in the area of Fort Erie and it employs quite a few men. They were out on strike for quite a while and one of the main issues was survivor benefits. I think when they have to go

out on strike for this reason, it is not called for; it is not necessary. I think the government should provide some leadership in this direction.

Mr. R. D. Johnston: To a large extent, it's a straight financial matter, particularly every time there are widows. Women live substantially longer than men. If you are going to provide a pension that extends to a widow, then you have got a much more expensive pension plan.

Mr. Haggerty: I suppose if I got into more detail, benefits for women working today are not as great as they are for the male.

Mr. R. D. Johnston: Our ministry has directed itself to that—

Mr. Haggerty: I think you should be making a study on it.

Hon. Mr. MacBeth: As I see it, we have got to decide whether we want to go the employment standards way, or whether we want to go the collective agreement way. You are saying that even with the free bargaining system, we should cut down the number of items that they can bargain about. In other words, we would have a minimum pension provision for women and children or survivor benefits for women and children. Earlier, you were saying we should have the cost of living worked into all of these things.

Mr. Reid: Wait a minute. Have you ever done a study to decide whether it's cheaper to provide a pension plan, or to put these people on some kind of welfare scheme?

Mr. Haggerty: That's the whole point. You don't see this.

Mr. Reid: There are alternatives, but if you don't provide for the survivors, in many cases—not all—but in many cases you have to put them on some kind of welfare.

Hon. Mr. MacBeth: In discussing the merits of providing for survivors, I think they should provide for survivors. But if the government tells industry or labour what they must do for survivors, it is going to cut down their ability then to say, "Here, we would rather do less for our widows and more for our retired workmen with the same amount of dollars." In other words, you want—and when I say you want, I mean that there have been suggestions today that government should direct more things that must be included, say, in a collective agreement. The more things that we direct should be in-

cluded, the less free choice there is, of the people who are negotiating, to work out terms that are best suited to—

Mr. Reid: Well, you know, I find that our minds up whether we are going to go about free choice, but at the same time I think we also have to set what we feel is the very minimum standard that everyone is entitled to in the Province of Ontario. You have to balance that off.

Hon. Mr. MacBeth: We have got to make our minds up whether we are going to go the employment standards route, where we have minimums and everything, and say all right, that's it.

Mr. Haggerty: Yes, your argument might be accepted but when you look at certain unions in the province—let's take the automobile workers, let's take International Nickel Co. and Steel Co. of Canada because they are in a good strong bargaining position and they have a commodity that people will buy regardless of what is its costs—they get dental care and they get extra provisions for hospital, sickness, accident and all the other benefits that are there, perhaps even in pensions.

Because that company can afford to pay for it, they are going to get it. But in the long run it's the consumer who is paying for it, it's the people who are not in a strong bargaining position who have to pay that load, and I don't think it's right. Because they have a good preferential bargaining position they can get all these, and it's not fair. There are other plants and industries in the Province of Ontario that are not in a position to offer that many fringe benefits.

When you sit back and look at it, I think your approach may be right. But there are arguments against it too, and I think that we should be looking in that direction.

Hon. Mr. MacBeth: I appreciate the philosophy and I am not saying that what you are suggesting should not be done. It was a new approach and the more of that sort of thing we do—then, as I say, we may be getting into standard agreements and—

Mr. Haggerty: Well, you are almost there now. You might as well go all the way.

Hon. Mr. MacBeth: Well, I think this is—

Mr. Haggerty: I can well remember when I sat at the bargaining table with the things that you have under the Employment Standards Act—these were the first things that we fought for. Now the government has stepped

in and said, "This is what we are going to do." You might as well go all the way.

The other matter I am concerned about is the implementation of the metric system in Canada. I don't know if you have any research done on that: What effect has it on industry? What effect has it on persons employed in industry in Ontario? Particularly, I am a little bit alarmed at the present decision of the United States government that perhaps they are not going to be implementing it at all at the present time. Where does it leave the Province of Ontario or even Canada? If the United States doesn't get into the metric system until 1978, I think it's time that we re-assessed our position and say we are not going for it until they come into the picture.

Hon. Mr. MacBeth: Weights and measures are federal jurisdiction. We are trying to co-operate with the federal people who, I think, are in favour of bringing in the metric system from all I know about it. And I think our Industry and Tourism—

Mr. Haggerty: Well, Trudeau didn't get into the European common market when he was over there last week, so I wouldn't worry about it too much.

Hon. Mr. MacBeth: Federal people are suggesting that the metric system has a great deal of logic to it if we want to compete in world trade. Certainly, it's an argument that I buy personally. But the decision is a federal decision rather than ours. As far as I know, our government is quite happy to go along with it and I think I am right in saying if it has an effect upon us, Industry and Tourism are the people who are responsible for carrying it out.

Mr. Haggerty: I can't see that there should be that much of a problem with it. Why do we have to bend over backwards to suit some other nation! I think our system is good. I have worked with drawings that come from Europe in the metric system and there's a table to convert it back into inches, so there isn't that much of a problem. If you go through the drawings, you can change all of those measurements.

Hon. Mr. MacBeth: Well, I don't think if all of Canada goes metric that Ontario should—

Mr. Haggerty: No, what I am suggesting is that the United States is not moving in that direction. In fact I think they have shelved it. If they have, I think it's a big mistake for us here in Canada to move in

that direction—without the States coming into it.

Hon. Mr. MacBeth: My understanding is that weights and measures and things of that nature are federal responsibility, and the federal government is making the decision on it. I think we have no other course—

Mr. Haggerty: Well, what do you have in your programme now to educate those in industry in the Province of Ontario to the metric system? What steps have you taken?

Hon. Mr. MacBeth: I don't think we have anything, insofar as I know.

Mr. Haggerty: Then the persons in industry in Ontario will not be prepared if you don't take some action now.

Hon. Mr. MacBeth: I think there are other branches of government which will do the preparation for us. In other words, I don't think every ministry in the province has to have—

Mr. Haggerty: But whose—

Hon. Mr. MacBeth: —a branch dealing with the metric system. Insofar as it affects Ontario, I think Industry and Tourism is carrying it out. But I think most of the educational end of it will come from the federal government.

Mr. Haggerty: Will those persons working in Ontario industry be compensated for the changeover in tools? I'm talking about micrometers and other important tools for measuring.

Hon. Mr. MacBeth: I wouldn't think by our ministry.

Mr. Haggerty: You had a conversion job in hydro from 25 to 60 cycles, and the government paid the shot. Now, if you are a machinist today, you can have as much as \$3,000 or \$4,000 sitting in a little tool box. If you are going to ask the employees in Ontario industry to go out and buy all metric system tools for measurement, it's going to be a costly item for them.

Hon. Mr. MacBeth: I must admit that that is a thought that hadn't occurred to me. It is maybe something that we should investigate. If a workman requires new tools by reason of metric changeover, who is responsible for the cost?

Mr. Haggerty: Definitely.

Hon. Mr. MacBeth: It may be the responsibility of the government which orders the changeover.

Mr. Haggerty: You are in a position to bargain with those fellows over in Ottawa. Some direction has to come from the province.

Mr. D. J. Wiseman (Lanark): Maybe you are.

Hon. Mr. MacBeth: It is a thought that hadn't occurred to me, and we will give it some thought.

Mr. Haggerty: On another matter, has your ministry given any study to the matter of working overtime? There are many persons employed in the automobile industry, or other industries in Ontario, who are subject to quite a bit of overtime. What is their accident rate in that type of industry? Does it increase because persons are working 10, 12 or 14 hours a day? Is it perhaps because they are overtired and overworked that they become a little bit lax on safety matters—and this is one of the reasons why it increases the number of accidents in Ontario?

Mr. Wiseman: Are we on vote 4 now?

Mr. Haggerty: This is research. I want to know what they are spending the money on.

Mr. Wiseman: I saw the labour safety council in the next vote.

Mr. Haggerty: That's in the next vote, but I want to know if they have done any research on manners of this kind?

Hon. Mr. MacBeth: Mr. Johnston is suggesting that the labour safety council has some information on it. But Mr. Kinley, do you have any information through our research end of it?

Mr. Kinley: We've done some work, sir. It's not a great deal, I can tell you that.

Mr. Haggerty: It can't be, because I haven't seen anything. Something has to be done—did I hear you say that?

Hon. Mr. MacBeth: Something has been done, but we are not quite sure how detailed and how much.

Mr. Haggerty: If you can scrape the information up and pass it on to me, then.

Hon. Mr. MacBeth: Could you do that, Mr. Kinley? Could you find out what we have done on that and get it to Mr. Haggerty?

Mr. Chairman: Mr. Bounsall.

Mr. E. J. Bounsall (Windsor West): Just a couple of small points on research, one of them prompted by the deputy minister's aside on pensions. He mentioned the pension age and the retirement age and that no one is forced to retire before the pensionable age, under the protection of the Human Rights Commission. How are you going to handle the problem of persons who are let go from employment because they are about to reach retirement age, or in a few short years will be at retirement age and drawing a healthy pension?

This sort of discrimination occurs across the province. That is not usually given as the reason, but a person who is let go sort of knows that they were let go because they have only got a few more years to run to pension and the company that let them go didn't want them to remain until the end and draw their regular pension.

Now that we have touched on pensions, just what is your branch doing?

Mr. R. D. Johnston: This is essentially under the Human Rights Code. My understanding is that if anyone between the ages of 40 and 65 can satisfy the commission that he or she has been let go by virtue of age, quite apart from whether they may be entitled—

Mr. Reid: That is the problem. Once again, it puts the onus on the employee, rather than on the employer.

Mr. R. D. Johnston: The onus to file a complaint is on the employee, but the investigation is done by our human rights officers who investigate the whole matter and get whatever evidence they require.

Mr. Bounsall: Except that's the same problem as you have in some of the other areas. That is the letting go for union activity, where it is has to be proved that he wasn't let go for union activity.

You can file the complaint and the persons can come in, but how do they get that definite proof they've been let go because of age? There should be some protection, perhaps in the human rights legislation, which forces the employer to make the case, to prove the case that that person hasn't been let go because of that.

Mr. R. D. Johnston: In the example you are citing, as I understand it, it is a kind of shifting onus thing. The employee who is 62 comes along and files a complaint and says, "The XYZ company has let me go and

I'm convinced that it is only because I'm 62. I'm still healthy and I was doing a good job and they've replaced me, so the job must still be there." Maybe that's more evidence that he needs to put in, but that would be a pretty compelling *prima facie* case, as I see it.

Then the onus shifts to the employer to say, "If it isn't because of age, what is your reason for having let them go?" If the employer can't say it's for any one of a number of pretty compelling reasons not to do with age, then I think the complainant would succeed.

Mr. Reid: Does that apply to ministers of labour?

Hon. Mr. MacBeth: No sir, they are expendable.

Mr. Martel: Even their ridings.

Mr. Wiseman: Could you give us an example, while I'm on here, of when we did overrule the management's decision to let them go?

Mr. R. D. Johnston: Maybe you could raise this under the human rights vote. I can't think of any specific cases. But I can think of cases that have been raised in relation to collective bargaining where the union and the management were having a dispute because of the proposal of one side or another to change the so-called compulsory retirement age. They were proposing to change it to something below 65 and they came to the Human Rights Commission for advice. The commission told the employer that if they made that change they would be in violation of the code. The result was that the employer either left it at 65 or was forced to change it back to 65 depending on the circumstances.

We've had the same problem as between men and women with differing retirement ages, which are frequently lower for women than for men, and through the influence of the commission the normal retirement age has been shoved back up to 65 for women. These have really not been specific complaints so much as policies that have been brought to the attention of the commission through an individual or through the trade union.

Mr. Bounsall: Someone who is protected by a collective bargaining agreement usually has some pretty good protections in there and someone to fight on his behalf. It's the unorganized who are the concern here, who haven't got anyone to speak for them or

anywhere to go. By accident they might think of the Human Rights Commission. There is some real work that probably needs being done here rather than just leaving it to the Human Rights Commission. Perhaps we can discuss further examples of that age discrimination with respect to employment when we come to human rights.

Mr. Martel: Dominion Stores does it all the time.

Mr. Bounsall: That's really an awkward place to discuss it. I know that it isn't with respect to employment and the age factor. That is part of human rights. Maybe we should leave it there and wait.

Mr. R. D. Johnston: It is the only place currently where we would have any legislative authority to come to grips with it.

Mr. Bounsall: That possibly needs to be strengthened or something put in there.

Mr. R. D. Johnston: We will probably have some next year under the Employment Standards Act where we are proposing to implement the detailed recommendations of the task force on section 4(1)(g) which comes to grips with discrimination in fringe benefits based on age, sex and marital status.

Mr. Bounsall: I have one other point and then I'll be through on this research vote. I gather you don't have any research information on this or a project going on this at the moment?

Mr. R. D. Johnston: No.

Mr. Bounsall: Just one other thing in another aside today: Do I gather that these research bulletins, this employment information series, is not sent to every member of the House?

Mr. Kinley: They are sent to every member.

Mr. Bounsall: They are sent to every member. We are now at No. 8?

Mr. Kinley: I think No. 8 is the next one.

Mr. Bounsall: So No. 7 was the last one.

Mr. Kinley: That's right.

Mr. Reid: That's the usual order.

Mr. Bounsall: I wasn't sure whether No. 8 had come in or not. There seems to be a lot of labour stuff arriving on my desk over the last day or two.

Mr. Haggerty: That could happen to you just before the estimates.

Mr. Martel: I don't think it would be pure coincidence.

Mr. Bounsall: So that does go to every member.

Mr. Kinley: Yes.

Mr. Reid: Mr. Chairman, I have just a couple of comments on pensions and perhaps this matter will arise again during the human rights vote, but I think that you, sir, have a responsibility directly in this regard. This matter was raised at the Liberal labour policy group that met on Sept. 7 about pensions—and particularly what is happening to these pensions in regard to bankruptcies that are brought on, apparently to a large extent, because of the rate of inflation that we have in the Province of Ontario.

Obviously a number of firms, particularly small concerns, are going under because of the rate of inflation. They can't keep up particularly because they simply cannot pay their bank loans or mortgage loans or finance loans, at anywhere from the bank rate—which if you are lucky you can get at 12½ percent on demand loans—and it certainly goes up from there.

What I am concerned about particularly is the pension funds of those working people in the province who are employed by those small concerns—those firms that are facing bankruptcy or going under and the loss that that means to the working people involved in those firms.

At our Liberal labour policy group meeting last weekend we discussed at some length what could be done to protect the pension funds of these people. We had some fairly knowledgeable people there and it seemed to boil down to a large extent that possibly the only solution—although this was just one method that was raised—would be an increase paid into the Canada Pension Plan. In other words, private pension plans to a large extent would be abolished, not only in Ontario but across Canada. They would pay into CPP because this was a government funded plan and this was the safest way, particularly in view of what is going on in the province and in Canada, to insure these funds and to ensure that the workers at some point or other actually got the benefits deriving therefrom.

I realize that may be a simplistic view. We hadn't worked out all the details, but it seemed that there was something to be said

for that. I wonder, Mr. Kinley, if there is something being done on research into private pension funds and whether your ministry is doing anything zeroed in on that particular problem. If so, have you come up with any particular recommendations that would help these private pension funds?

Mr. Kinley: The only thing we are doing on pension plans is some analysis of bargain plans. We really have not got into the area of pensions as fully as we had hoped to.

Mr. Reid: The matter of insuring these plans was raised in the House and I think it is something that is very important because of the rate of inflation that we have and the number of bankruptcies that are taking place, and are laible to take place, if this kind of inflation continues. I was in the business myself. As a matter of fact I am in a position myself that if the bank rates keep going up I am going to have to bring a cot into the Legislature so I can avoid being served with some kind of bankruptcy certificate.

Mr. J. N. Allan (Haldimand-Norfolk): You could share that tent that is out in front.

Mr. Reid: Yes, I could do that, but I don't think that is considered government property actually. I think it belongs to the city. As a matter of fact I don't think we would be compatible, Mr. Diebel and I, but that's another story.

I would think that it is incumbent upon the minister, whether he agrees or not, that he does have some commitment to the working people of this province, and that this is something that he should be concerned with and he should be looking into.

I have another suggestion, and perhaps the minister will consider it a little far out. Considering the amount of money that is going into these pension funds and considering the good work that credit unions do for their employees—and probably 75 or 80 per cent of credit unions are related directly to a particular industry in a particular town—I throw this out for the minister's suggestion. Has he ever considered requiring some of these pension funds to be diverted into a local credit union?

I'm not a lover of banks, for a number of reasons which I won't go into, but a bank has a reputation, and I think somewhat deservedly, that when the sun's out they'll lend you an umbrella and as soon as it starts to rain they want the umbrella back. A credit union, I think, has a little more humanity to it and is a little more reasonable in this regard. But

they're all facing a shortage of funds that they can in turn lend to their members.

I would like to suggest to the minister that he consider some kind of regulation or statute, whatever he prefers, in which some of these pension funds might be diverted into the local credit unions. Perhaps 10 per cent or 20 per cent, whatever his research department—and I'm certain we've all been impressed with the job they're doing—would come up with as a reasonable figure without harming the business opportunities that they enjoy, could be diverted into a credit union so that those funds, in effect, will be available to the credit union and they in turn, of course, can lend them back to their members.

Just as an aside, I mention the fact that it appears that one of the solutions to the pension funds is to change the federal Canada Pension Plan so that maybe these funds should be funnelled into that plan rather than into private pension plans. I don't pretend to know all of the details. Of course, there's a problem there that once you do that you take out of the private sector a large, large amount of funds that are available for investment. We realize that problem and there would have to be some kind of situation arranged so that these funds were not all funnelled into the public purse and therefore not available for private investment. But I think it's something that the Minister of Labour in the Province of Ontario—who, hopefully, should be the leading advocate of labour rights and so on in Canada—should be thinking about.

I gather from the remarks that have been made that this particular aspect has not been under consideration by this ministry at all. Having read briefly the remarks in regard to the Minister of Consumer and Commercial Relations (Mr. Clement) and the member for Riverdale (Mr. Renwick), I find the Ministry of Consumer and Commercial Relations' response completely inadequate. I would hope that the Minister of Labour, on behalf of the labouring people, would be in the forefront ensuring that these funds are protected.

Hon. Mr. MacBeth: Mr. Chairman, certainly I agree with the member that as Minister of Labour I should be very much concerned over the protection of pension funds. But my ministry is not the only ministry that's concerned with the wage earners or the salary earners, however you want to put it, who have a vested interest in pension funds. You may feel it should be in my ministry, but the fact is that the Ontario Pension Commission, which keeps an eye on

these things, is responsible to Consumer and Commercial Relations.

I think your questions should more properly be asked of them. They are in charge of pensions and, as you know, there are provisions for protection of pensions after a person has been in a job so long and reaches a certain age. There are many protections, but whether they are enough or not I can't say. I agree, I should be interested and concerned and perhaps know more about it than I do. But at the present time the responsibility is with Consumer and Commercial Relations through the Ontario Pension Commission.

Mr. Reid: May I ask you at this point, do you have any input into that?

Hon. Mr. MacBeth: Only in the sense that if the matter came before cabinet, or if I wanted to make representations to them, I'm sure they'd listen to us. It may be that I should be making representations. I haven't made any to date.

Mr. Reid: You should be. There is no doubt that you should be.

Mr. Haggerty: One would think, for example, the matter of the T. Eaton Co. pension fund, where some \$6.5 million was lost through some financial promotion of the company. I forget what they were pushing. It was some new programme of consumer selling.

They had removed some \$6.5 million from the employees' pension fund. There is a loophole under the pension scheme now, I guess, where they can take up to seven per cent, I believe it is, of the total pension fund available. I think Eaton employees have well over \$100 million and \$7 million was blown away like that. I think somebody should be responsible for that \$7 million.

Hon. Mr. MacBeth: All right, but that brings us to the second point that Mr. Reid was making of the government directing pension funds into credit unions. There are well operated credit unions and some that are not so well operated. I think you are being critical of one of the T. Eaton branches.

I think we would be on very dangerous ground if we started to direct pension fund money into certain credit unions or other schemes unless we are prepared to stand behind those schemes.

Mr. Haggerty: You do it with the provincial employees and municipal employees.

Mr. Reid: At a very low rate of return.

Hon. Mr. MacBeth: But we have some responsibility to stand behind that and, as you know, last year we did this. If you are referring to the same thing that I think you are, we boosted the rate of return because we felt we had some responsibility to do so. If we say it goes into this credit union or that credit union, I think we have got to be prepared to stand behind that or insure it in some way or another. As I say, the example of the other side of that is the one that Mr. Haggerty has just given.

Mr. Haggerty: I am concerned about some of these pensions. There is a huge amount of money in them that is going to the States and is being invested in the economy over there when it should be invested here in Ontario or in Canada. I think we should be establishing priorities first here in Ontario.

Hon. Mr. MacBeth: I agree with that, but that is the whole financial market. Whether that should be first and foremost the concern of my ministry or not, I would doubt that kind of direction.

Mr. Chairman: Mr. Martel.

Mr. Martel: Does your ministry, when it is involved to some degree in arbitrating and so on, monitor pensions and so on? In other words, do you have some ongoing knowledge of what pension benefits are? The reason I raise the matter is that it is my understanding that with the Canada Pension Plan being increased and an escalator clause being introduced, management today is reducing the amounts of money paid into pension schemes, and that in the long run the whole thing is going to be financed out of the public treasury, whether it be the Province of Ontario or the taxpayers of Ontario or the federal tax.

My information coming directly from the Ministry of Community and Social Services is that they have a growing fear over there that, as they escalate the Canada Pension Plan and the other related schemes, management is offering less and less and becoming more intransigent when it comes to pension schemes because they don't have to offer as much. That, of course, ultimately will mean that the public purse is going to pick up the majority of pensions unless there is some other indication or unless the government of Ontario and the federal government are aware. Certainly the Ministry of Community and Social Services is aware that that is occurring, that there are cutbacks in contributions by management to pension schemes.

I think it would augur well for the province if the Ministry of Labour had some han-

dle on just what was going on in the field of contributions to pension schemes to make sure that the public isn't going to be taken for a ride in another way in that management is going to de-escalate its efforts instead of escalate its efforts with respect to pensions.

Hon. Mr. MacBeth: I don't think we had any direct monitoring system on that to say, "This year the amount that the collective agreements are providing for pensions is one per cent less than it was last year," or something of that nature. We have, I understand, a record, through our recording of the various agreements that are entered into, of the terms of those agreements. Have we in any way made any comparison as to what pension provisions have been made this year as compared to any other year?

Mr. Kinley: No, sir, we have not, and I think the settlements are not numerous enough on this point that we could really produce any worthwhile information. We would have to go beyond that, I believe.

Mr. Martel: I just throw it out, Mr. Minister, because there is a growing concern. I have spoken to most of the people in Community and Social Services who are responsible for the GAINS programme and other programmes and they have a growing concern. There is an uneasy feeling over there that that's, in fact, what is happening, that less effort is being made to improve pensions through contributions by the management share, and it is being heaped on to the federal government in the long run. That is going to be detrimental to the tax-paying public, not only of Ontario but Canada as a whole, if that is occurring. I just urge the ministry to have a careful review of that so that, in fact, we do have a handle on it, because it seems to me to be a move in the wrong direction.

Hon. Mr. MacBeth: It is a good point you are making really, though the argument you are getting into is the one that was brought up all about stacking at the time the Canada Pension Plan was brought in. I think it is not up to me to say what the philosophy of the federal government was in bringing in the Canada Pension.

Mr. Martel: Oh, I am shying away from it deliberately. I am just talking—

Hon. Mr. MacBeth: But I think that was the idea in many people's minds, that the Canada Pension would be "the" pension. Of course, that wasn't satisfactory to many peo-

ple who bargained to keep their pensions in existence, or even to increase them, and I think that is good too. But again, the people we are protecting by doing so are probably the higher paid segment of the population rather than the man who is unprotected.

Mr. Martel: That brings up the other point though. If we don't watch what is going on we are going to discriminate against everyone, not just this section, because I don't know how one gives the lower income earner a higher amount than someone else.

Hon. Mr. MacBeth: The more emphasis you put on the Canada Pension maybe the better chance of everybody being treated reasonably fairly.

Mr. Martel: Okay. You would have to introduce a way in there whereby management would be contributing toward the overall pension right across Canada. Surely we don't say that management can opt out of the process. You would have to have a means of assessment—

Hon. Mr. MacBeth: Well, it is, to the Canada Pension, is it not?

Mr. Martel: Pardon?

Hon. Mr. MacBeth: It is contributing all across Canada to the Canada Pension.

Mr. Martel: Yes, but it is very small. What is it, \$82 or \$89?

Hon. Mr. MacBeth: I think it is a 50-50 proposition depending on what you are making, and I think that the maximum was \$82 or something this year.

Mr. Haggerty: About \$180 a year.

Mr. Kinley: It is 50-50; 1.8 per cent or something.

Mr. Martel: When you compare that \$81 to, let's say, a teacher who pays \$1,100 a year, surely you are never going to get into the position of paying that type of Canada Pension unless that contribution is increased, and that's out of our bailiwick. All I am urging is that we watch what is going on to make sure that the burden in the long run of the Canada Pension doesn't fall back on the tax-paying public of Canada.

Hon. Mr. MacBeth: As I say, the point you made about keeping an eye on whether the pensions are forming a lesser or greater percentage is worthwhile keeping an eye on.

Mr. Chairman: Item 3 agreed to. On item 4, labour safety council, Mr. Haggerty.

Mr. Haggerty: This is perhaps a pet of mine here, concerning the labour safety council and safety matters in industry. What input do you have in farm safety in this particular vote? Do you have any at all on farm safety?

Mr. R. D. Johnston: Not really. I should explain that most of what we might call the nuts and bolts of our safety responsibilities would come up under the votes on industrial safety or construction safety. The labour safety council is mainly a council of management, labour and government people, who advise the minister on safety policy and have a small staff and do some research.

Mr. Haggerty: Is there anybody from the farm community?

Mr. R. D. Johnston: There is nobody from the farm community.

Mr. Haggerty: Why not? I understand that their compensation rate has almost doubled; it originally started out as \$1 per \$100 earnings, now I believe it is \$4. It could run a farmer up to about \$282 a year, or something like that, presently—that's for himself. If he has hired hands, it can go higher than that. That's quite an assessment to charge the farmers. There are serious accidents on the farm, and that's why I was asking if there was anybody from the farm organizations on this safety council. If not, there should be.

Mr. R. D. Johnston: I think that is something the minister might consider. But the way the labour safety council is presently structured and has been structured since 1966, there are seven labour and seven management representatives on it. The seven labour people are nominated by particular trade unions or trade union organizations, and the employers are representatives of various accident prevention associations.

Mr. Haggerty: There have been indications by the minister, that farm labour will be included under the Employment Standards Act and I think should have representation on this council.

Hon. Mr. MacBeth: As I understand it, if there is some sort of construction going on on the farm then we have some jurisdiction. But the ordinary farm operation conducted by the farmer and members of his family is outside our jurisdiction. Is that a reasonable way of stating it?

Mr. Chairman: I think they also have a farm safety council.

Mr. R. D. Johnston: Yes, there is a Farm Safety Association. They are the group who relate to the Workmen's Compensation Board and they work in close conjunction with the other accident prevention associations that are under the wing of the Workmen's Compensation Board. I believe there is, or there is going to be, some arrangement for financially assisting the Farm Safety Association.

Mr. Haggerty: I think they have it now through the Workmen's Compensation Board.

Mr. R. D. Johnston: So they are getting some assistance and they are also getting some co-operation from the other safety groups—but it's through the accident prevention area which is under the wing of the Workmen's Compensation Board. But in the straight enforcement area, which was mainly our responsibility, we have only a limited responsibility.

Mr. Haggerty: I don't know if there is any enforcement at all, when it comes to farm safety, by this association. They may send out information and that, warning farmers—

Hon. Mr. MacBeth: I don't know what teeth it has in it. I suspect there are not too many as far as enforcing farmers to carry out safe practices goes.

Mr. Haggerty: The farmers are safety conscious, but it's the equipment that they handle. Who does the inspection so that the equipment they handle has all the safety requirements, and where they should require additional safety precautions?

Mr. R. D. Johnston: I think the approach has been mainly an educational problem, because the administrative difficulties of enforcing safety legislation amongst farmers. The farmers in Ontario that employ people other than themselves and their families—half of them have only one employee, a few would have two or three and a handful would have more than that. Just the straight business of trying to inspect 80,000 farms, or whatever it might be that has one or two employees, would be difficult.

Mr. Haggerty: I'm talking particularly about the equipment they have.

Mr. Gisborn: What of the fees? They were pretty stiff for the individual farmer.

Mr. Haggerty: On Workmen's Compensation? This is what I'm getting at. The rates are climbing year after year.

Mr. Wiseman: Down in our area, in the county, there is a Mr. Lowery who goes around to all the farm meetings and talks farm safety. Who pays him? Is it the county or is it the council?

Mr. R. D. Johnston: I don't know the name but I imagine he's probably from the Farm Safety Association.

Mr. Wiseman: He talks about these things you are asking about—

Mr. Haggerty: He probably does.

Mr. Wiseman: —to our farm gatherings.

Hon. Mr. MacBeth: But it is mainly education.

Mr. Haggerty: Maybe he goes up into one of those big silos and inspects the equipment to see if it is safe or not—to see that there is no—

Mr. Wiseman: He doesn't go to every farm, but any time there is a gathering of farmers he is there, and talks tractor safety—

Mr. Haggerty: Usually if there is an accident—everybody shows some concern, and I think that is about the only time. But as highly mechanized as the farming industry is today, there should be some more thought given to safety matters on the farm and maybe some direction from your ministry should be involved in this.

Hon. Mr. MacBeth: I think there is lots of effort put into the educational programme. But as far as inspection and enforcement goes, unless the Ministry of Agriculture and Food is doing something, certainly our ministry is not doing anything.

Mr. Chairman: I am not aware of any inspection.

Mr. Haggerty: Three in a family lost their lives in an open pit around the Smithville area; one person went in to rescue the other and three of them were overcome by gases. I was just wondering what the Ministry of Labour does in a matter like this. Do you have inspectors who go out and inspect places in high production, such as the chicken and egg business, and the hog business, where they use these tanks to contain their waste?

Hon. Mr. MacBeth: Mr. Cleverdon can you tell the chairman—

Mr. R. D. Johnston: It would be industrial sites.

Hon. Mr. MacBeth: I know, but I thought he might know something in connection with what's done on the farm.

Mr. Haggerty: Do they have the proper ventilation equipment?

Hon. Mr. MacBeth: Whom they answer to and this type of thing.

Mr. Haggerty: That's right.

Mr. R. K. Cleverdon (Director, Construction Safety Branch): There is nothing at all so far, sir, in this area. There is no farm safety Act that I know of. Construction projects are covered by the Construction Safety Act—unless done by the farmer himself or the farm help. Otherwise, they are not covered at all at the present time. That is an association that advises and gives guidance to farmers in a voluntary way. It has no authority however. It is voluntary operation.

Mr. Gisborn: It is not compulsory that he contribute either, is it?

Mr. Cleverdon: I don't believe it is at that point; I don't believe so.

Hon. Mr. MacBeth: Say a farmer carries out known unsafe practices, is there any way of taking him to court or penalizing him in any way?

Mr. Cleverdon: By law, sir, no, at the present time.

Mr. Bounsall: It's not one of the seven accident prevention associations formally associated with the board?

Mr. R. D. Johnston: It's the newest association. It is associated with the board in the sense that the division of the board that looks after the safety associations has been working with the farm safety group, which has been in business for less than two years. The other safety associations have been providing technical assistance to them and getting them started up and that kind of thing.

Mr. Bounsall: Well, is it going to end up then on the safety council as the other representatives have? If not, why not?

Mr. R. D. Johnston: It is just a matter of whether it is a good idea. We have 18 people on the council now, which is a bit unwieldy. How big do you want to make it? But if they get well enough established; if they could make an input, fine. But the executive direc-

tor of public affairs for the Compensation Board, through whom the action prevention associations relate to the board, is on the council so we have some input.

Mr. Haggerty: I am concerned about their high assessment and I don't think they are getting through to the farmers the serious problems that could arise and the number of ways—

Hon. Mr. MacBeth: That, of course, comes through the Workmen's Compensation Board rather than through this ministry.

Mr. Chairman: I think they are getting through to the farmers because farm machinery has improved over the past 10 years. There are now built-in safety shields, for instance. You can't buy power take-off equipment without a shield on it now. At one time, there was a shield that could be removed but now that is built right into the machine so there is no danger. That has eliminated one problem. Machines are being manufactured that are much safer than they were.

Mr. Haggerty: Yes, I quite agree with you.

Mr. Chairman: Another example is in the fall of the year when silos are being filled, there is a danger of silage gas. The Ministry of Agriculture and Food is warning farmers all the time not to go into their silos without either running their blower or their silo unloaders, so there has been a good educational programme in respect to that. And I don't know of one case of silo poisoning this fall, so it is an indication of effective warning.

Mr. Haggerty: No, I was thinking of those three persons who lost their lives. It was gas.

Mr. Chairman: I think most hog farmers and beef farmers are quite careful about trying to stir that up before—

Mr. Haggerty: Rather they were warned to have some type of exhaust fan to remove the gas.

Mr. Chairman: They have to stir it up with the pump before they start the pump.

Mr. Gisborn followed by Mr. Bounsall.

Mr. Gisborn: Just briefly on the labour safety council, Mr. Chairman. When they established the safety council I had great hopes that this was going to be one of the groups that would really spur the department into some action on the great number of industrial and construction accidents across the

province, but I have been greatly disappointed. The budget itself, \$77,000, indicates to me that you have maybe two or three full-time staff in the department.

I have not had a report from them in quite a while but there might have been one produced which I didn't get—I don't know when the last one was produced. If it had been performing the function that I thought it was originally established to perform, we should have had regular memos on almost every facet of safety in industry across the province, such as major catastrophes or major accidents where there were fatalities, setting out the action that would be taken.

The comments on page 79 change the whole complex, in my estimation.

Hon. Mr. MacBeth: Page 29 of the annual report?

Mr. Gisborn: Yes.

Council safety information services, which responds to all inquiries, however complex, adds significantly to its library materials, answers questions from many sources in Ontario and from other provinces and countries and participates in several safety and technical exhibitions to publicize the many sources of safety material in the province.

I don't think that was their job originally—I don't know.

Hon. Mr. MacBeth: You think it is too theoretical rather than active?

Mr. Johnston, as you know, is chairman of that, so perhaps he could answer.

Mr. Gisborn: It goes on:

Research into the problems associated with repetitive hand motions conducted by Dr. Rolfe at the University of Windsor is almost completed and the report should be ready within a few months.

Mr. Bounsall: Is it ready now, that report? A few months have gone by.

An hon. member: No.

Mr. Gisborn: To continue.

The committee which studied the safety and operation of the privately owned railway system have submitted their recommendations. A comprehensive questioning of safety legislation is being prepared and a publication on safety in Ontario has been revised and updated to better meet the needs expressed by its users.

You know, this is just a façade; it doesn't make sense at all as to the functions of the labour safety council in Ontario. All this stuff belongs in the research department. I never read such a page in my life about what the function of the labour safety council should be. Who is on the committee? Can we have that information?

Mr. R. D. Johnston: I don't think I have it with me, but there are seven representatives of the trade unions, seven representatives of the accident prevention associations, and four government people.

I would be the first to admit that that page doesn't reveal the full function of the council. It simply highlights what happened in that particular fiscal year. The main function of the council, as I understand it, is to advise the minister on shortcomings in safety policy or safety legislation, to make recommendations to him for legislative change, to review legislation that the ministry is considering, and to be a form of communication with the trade union movement and management in matters having to do with safety and to act as a kind of co-ordinating link between accident prevention, which is mainly a responsibility of the board, and safety enforcement, which is a responsibility of the ministry.

Certainly, as an example of the kind of thing the council was very influential in, the change that was finally brought to pass last year in moving construction safety enforcement from the municipalities to the province, which organized labour and others had been seeking for 10 years, was largely brought to pass through the influence of the labour safety council, which urged that repeatedly on the minister and was finally successful and which then had a very important involvement in reviewing the actual legislation that was brought forward to the Legislature last year.

Mr. Martel: You might have wrestled that part of the Construction Safety Act—which you don't have the right to enforce as it's under the Ministry of Mines—into this field, too, as a valuable addition to construction safety. I for one have never been able to understand how you can have a Construction Safety Act in the province under the Ministry of Labour when the Minister of Labour, who has the staff with the expertise to ensure it is being adequately cared for, doesn't have the right to enter mining property, whether it be underground or surface operations.

Mr. R. D. Johnston: I can tell you on this point—

Mr. Martel: You might check with the minister.

Mr. R. D. Johnston: —that the members of the council who are closest to the mining industry, especially those on the trade union side, would agree with you on what you have said. This point has been made to the Minister of Labour previously—not this minister. The labour safety council, as I understand it, plans to make submissions to the inquiry commission that is being chaired by Dean Ham on this point and will use whatever influence it sees fit to exercise on the point.

Mr. Martel: If you read the statements by Allan Lawrence and by A. B. R. Lawrence last week, that in fact that section of the Ministry of Natural Resources has been nothing but a puppet of the industry over these years, you can well imagine why we have been saying ever since I've come here that construction safety should come under the Ministry of Labour, so that, in fact, we do have safety in construction in a meaningful way.

The admission by those two gentlemen, who were ultimately responsible for mining and who denied it every time I used to raise it in the past, gives great concern to the people I represent in the Sudbury basin that all isn't well when it comes to construction safety in the mining industry. I had hoped that the former minister was going to take it by the horns because he wanted it and he felt, as I do, that he should be responsible for the total construction safety programme in this province. And it still isn't there.

Hon. Mr. MacBeth: The matter is under active review.

Mr. Gisborn: We will certainly have a lot to say about the Construction Safety Act and the Industrial Safety Act, but I wondered if I could have the last two reports that were submitted by the safety council. I'm not satisfied that they are doing their job. I'd like to read their reports.

Mr. R. D. Johnston: I don't know what reports you are speaking of. The labour safety council doesn't issue, so far as I know—at least not in the time that I have been chairman of it—what might be called an annual report.

It responds to specific matters that come before it, either on the initiative of members or one or more ministries of the government.

Mr. Haggerty: Surely it must make recommendations to the minister?

Mr. R. D. Johnston: It makes recommendations where it sees the need, both to our minister and other ministers. It made recommendations, for example, when people were concerned about the pup trailers and hitches problem, which is not in our ministry. Nonetheless the council was concerned about it.

So it is reporting, on what you might call an ad hoc basis, on matters of concern as they are timely, but it hasn't been issuing a kind of annual report, at least not in the time that it has been under my chairmanship.

Mr. Gisborn: I recollect the establishment of the council and was one who felt it was necessary to have that type of council. We talked about it being an impartial council, to be sort of an ombudsman between the public and the department, and to be able to take an impartial position in looking at safety in its total ramifications.

Now, if the trade union representation on the council is not doing the job, I'd like to know it. I'd like to know if the other sections are doing the job.

Mr. R. D. Johnston: I am not prepared to agree that it isn't doing its job, because I see it at close range and I think it is doing a lot of useful work. As a further example that I think bears on your point, within the last year the council held three public meetings in different parts of the province—a total of some 500 or 600 people attended them—to deal with specific matters, including the question of where mine safety should be located. The previous minister attended every one of those, sat in on the general meetings, attended the workshop sessions and heard the views of the management and labour people who concern themselves with safety from each of those three different parts of the province.

Hon. Mr. MacBeth: It may be that we need more co-ordination in the field of labour in all phases across the province. You were talking about farm labour, where there may be a dearth of control. Here we have the labour safety council, but as you also know, under the Workmen's Compensation Board, we have various safety councils who are doing I think a good job and an active job.

But I must admit that I myself have difficulty in keeping all the various safety councils and their various functions clear in my own mind. I think there is room for some co-ordination and redefining of the various roles of all those bodies. I think, Mr. Johnston,

there must be about six groups we call safety councils, which are attached to the ministry here, at least attached to the government operation.

Mr. R. D. Johnston: There are the accident prevention associations that are funded through the board, and there are, I think nine of them now.

Hon. Mr. MacBeth: So, I think there is room for clarification of the roles of each one and there may be even room for putting some of these together.

Mr. Gisborn: I'm not prepared to dispute the observations of the deputy minister in this regard. But I would like to be sure. I think there should be some memo, something come across our desks showing what recommendations they make. You say they make a lot of recommendations and deal with a lot of things, I know they have to accomplish things. But I'd like to know what they are producing on behalf of the ministry and on behalf of the public, because it is supposed to be an impartial council and its recommendations are to be made in an impartial manner.

Mr. Chairman: Mr. Bounsall.

Mr. Bounsall: Very briefly, I think most of what I was going to say has been said by Mr. Gisborn, or covered by him in the questions.

As the chairman, Mr. Deputy Minister, do you feel that council is too large? You made a comment that it already has 18 people.

Mr. R. D. Johnston: I think what I expressed was qualms about letting it get much bigger. It was originally quite a bit smaller and it was expanded in 1966 with a view to making it more representative, and it certainly is more representative. But whether it can be totally representative in the sense of having somebody on it from every conceivable sector of the community that is concerned about occupational safety and safety in general, I would have some doubts. Maybe the answer is, from time to time, a change in the membership.

At the moment it is pretty well organized along the lines that certain organizations can nominate members—and when the members change, the organizations they represent remain the same.

Mr. Bounsall: Do you really feel this is an effective council in terms of having influence on the safety programmes in Ontario, or safety in general?

Mr. R. D. Johnston: Yes.

Mr. Bounsall: Can we declare on this that the deliberations of that council or their determinations are again public material in the sense of what their decisions are, however we get it, whether it be a quarterly newsletter or a yearly report, or an advisory council?

Mr. R. D. Johnston: It is advisory to the minister.

Mr. Bounsall: But surely we can see what they advise again? In the same sense, the research division makes studies on various reports and they publish their data. One can, if it isn't in publishable form, at least look at the data. Here we have an advisory council that's having undue consideration among themselves. They are a widely representative group and they make suggestions to the minister through you, the chairman. Why do you hesitate about that knowledge being made public knowledge?

Mr. R. D. Johnston: I think it depends on what you are asking them to do. They do publish a certain amount of what they do, and some of it was mentioned in the annual report. They commission research, and that is available to interested parties. But some of the things they are asked to do, quite frankly, is to consider legislative changes which are on the verge of being introduced in the Legislature. I think it is to the credit of this minister, and previous ministers, that the alternatives that the minister is considering and a fair amount of the detail of the kind of thing that will ultimately show up in the Legislature, is given to this council and they would certainly discuss it with what might be called their constituents. But it is done within a kind of broad air of confidentiality.

Mr. Bounsall: I guess that's a point.

Mr. R. D. Johnston: That relationship, I think, is effective.

Mr. Bounsall: Why is that necessary?

Mr. R. D. Johnston: I think time has shown that they get more from us and we get more from them by having that degree of confidentiality that imparts confidence to the relationship. I think if there was a wide-open kind of public debate within the focus of the forum every time the minister or the government was considering several alternatives that ultimately were going to come to cabinet and the Legislature, that might not be as effective.

Now that doesn't in any way limit them as a council or individually as members of a council—nor has it—in coming forward with criticisms of some shortcoming that they see in present legislation. But when it comes to the kind of thing we did with the Construction Safety Act, where they were looking at documents that weren't very different than what ultimately showed up in the Legislature, I think it is important that they be able to deal with that reasonably in camera. I think the members would say that.

Mr. Bounsall: I'm not necessarily saying the day-to-day deliberations of the committee should be open. What I'm saying is when they, as a body, make a recommendation, be it to the minister on a piece of legislation that's about to come forward or something else, that recommendation should become public. It doesn't have to become public the day before the bill is introduced, but what they recommended should be contained in some form of quarterly or annual report.

Mr. R. D. Johnston: Well, from my experience—and I've only chaired this for two years—what would happen is that if the council makes recommendations to the minister—it isn't always this minister, because it makes recommendations to other ministers if it's outside of the occupational safety area—and it doesn't see an adequate response, then I think the council probably would make it public. But generally the council has had a good response. This is a council whose advice is taken, as far as I can make out, nearly all the time.

Mr. Chairman: Shall item 4 carry? Carried.

Item 5, finance and administration.

Mr. B. Newman (Windsor-Walkerville): Mr. Chairman, could I ask the minister if, in introducing his estimates in the future, he might list the various bits of legislation for which his ministry is responsible? I noticed that the Minister of Consumer and Commercial Relations did that, and I thought it was very handy. We knew immediately exactly for which Acts the ministry had complete responsibility. It facilitates things, I think, Mr. Minister.

Hon. Mr. MacBeth: It's a reasonable request. As a matter of fact, I made the request to Mr. Johnston after I saw what Mr. Clement had done. His long list of activities and responsibilities makes my list look kind of meagre. I'll call them out, if you wish, at this time.

Mr. B. Newman: It doesn't matter. If you want to give them to us instead, it's quite all right.

Hon. Mr. MacBeth: All right. When these books were published they were not put in it. I thought what Mr. Clement had done was good. I guess we don't have copies of this for everybody, do we?

Mr. R. D. Johnston: No.

Mr. B. Newman: Is your list as of a set date?

Hon. Mr. MacBeth: Well, I assume it's as of the present time, rather than as of March 31—

Mr. R. D. Johnston: It's quite up to date, because it includes the Toronto Transit Commission Labour Disputes Settlement Act.

Mr. B. Newman: You'll notice that Mr. Clement said his list was as of January, 1974. What date could I write on this?

Mr. R. D. Johnston: I think you could write today's date.

Hon. Mr. MacBeth: Today's date, I guess.

Mr. B. Newman: Today? Oct. 29, 1974. Thank you.

Mr. Chairman: Shall item 5 carry? Carried.

Item 6, personnel? Carried.

Item 7, information services?

Mr. Bounsall: No, I have a brief comment here.

Mr. Haggerty: I have a comment to make on that, Mr. Chairman.

Mr. Chairman: Mr. Haggerty, to be followed by Mr. Bounsall.

Mr. Haggerty: I notice there is a reduction in the information services estimates this year from \$435,000 to \$226,000. What was the actual cost last year?

Mr. R. D. Johnston: Maybe Mr. Webster can give you that.

Mr. Haggerty: What was the actual cost last year?

Mr. G. A. Webster (Director, Finance Branch): The actual cost in 1972-1973 was \$301,564.

Mr. Haggerty: In your information service, do you still have the little booklets that you

had here about four or five years ago? The Department of Labour used to have the labour regulations and information concerning labour in the Province of Ontario in about 10 different languages, I think it was—Italian, Polish and so on. Do you still have that available?

Hon. Mr. MacBeth: I don't know whether we have exactly what you are asking for. There is at least a comparable book. I know we have many of them in languages other than English.

Mr. Haggerty: Are they made available to the different areas throughout the Province of Ontario or do you have to pick them up here in the Legislature?

Hon. Mr. MacBeth: I would assume they are made available elsewhere. Mr. Johnston?

Mr. R. D. Johnston: It depends on the legislation. The Human Rights Code, for example, is printed in several different languages and is given broad distribution. The employment standards regulations I think are printed in at least English and French. Are any of the regulations printed in other languages, Mr. Hushion? The employment standard regulations, are they printed in other than English?

Mr. D. E. Hushion (Executive Director, Employment Services Division): The only two languages are English and French.

Mr. Haggerty: Why not Italian? Knowing the great number of Italian workers we have in the Province of Ontario I would think this would be one of the languages that should be used.

Mr. Hushion: If I may, sir, we have just gone through the process of looking at the legislation, and the groups that tend to need the legislation most. We are planning quite an extensive programme to translate the Act and explanatory material with respect to the Act into quite a number of different languages.

Mr. S. Lewis (Scarborough West): I would have thought Italian was now mandatory in every area, Mr. Chairman.

Mr. Haggerty: I thought the pamphlets you had in the Department of Labour a few years ago were exceptionally good pamphlets. I did receive a number of them and I passed them out to different interested people within the riding of Welland South and they appreciated receiving that information. They weren't aware that it was available at that

time. It gave them a better understanding what the responsibilities of the Minister of Labour were and what action could be taken if there had been any abuse in labour practices in Ontario.

Hon. Mr. MacBeth: Mr. Hushion, you say the Acts themselves are printed only in French and English, but I thought I had seen a good number of pamphlets, which were explanatory rather than copies of the Acts, in languages other than French and English. Am I wrong on that? Maybe I was looking at old ones.

Mr. Hushion: Well, we have a number of pieces of legislation. We have, for example, the Construction Safety Act.

Mr. Haggerty: How many languages is that printed in?

Mr. Hushion: Just English and French and Italian.

Mr. Haggerty: And no other—Portuguese or anything like that? Nothing? Have you given consideration to expanding that?

Mr. Hushion: We are looking at all the legislation, as I said in the earlier remarks I made.

Mr. Haggerty: How are you going to do that when you have the reduced budget?

Mr. R. D. Johnston: Could I come to that? I was afraid we had missed that point when I finally found out. The reason the budget appears to have been reduced substantially is a bit misleading. The \$200,000 difference is due to the fact that last year the summer student programme, SPIEL, which we talked about earlier, was budgetted under this item but is now budgetted under main office. So that is just a transfer.

Mr. Haggerty: But that didn't cost \$200,000 though.

Mr. R. D. Johnston: No, it was about \$90,000 last year.

Mr. Haggerty: Ninety thousand?

Mr. R. D. Johnston: The regular summer student employment that is now budgetted for by the Youth Secretariat was previously budgetted here. So there are just the two items that have been moved, in one case to other parts of our budget and in the other case to another ministry. The actual funds that are budgetted for information services are still of the same order as they were.

Mr. Haggerty: Do you mean to say that to advertise the summer student programme cost \$90,000?

Mr. R. D. Johnston: Not to advertise it.

Mr. Haggerty: I thought that was what you said.

Mr. R. D. Johnston: No, the overall programme itself was budgetted under this item last year.

Mr. Haggerty: Oh I see.

Mr. R. D. Johnston: The advertising encouraging employers to hire summer students—billboards and that kind of thing—was budgetted in our information branch last year, but this year was budgetted in the Youth Secretariat. That was of the order of \$130,000—that advertising programme for summer student employment generally, encouraging employers to hire students.

Mr. B. Newman: Are the other two programmes that are listed under information services in your explanatory notes budgetted under this item or are they under the main office vote? That is STIR and CSII.

Mr. R. D. Johnston: No, they are main office.

Hon. Mr. MacBeth: Main office.

Mr. Chairman: Mr. Bounsall.

Mr. Bounsall: No, I pass on this now.

Mr. Chairman: Shall this item be carried?

Mr. Bounsall: Carried.

Mr. Chairman: Item 8, systems and data processing.

Mr. Bounsall: Carried.

Mr. Chairman: Carried.

Vote 2101 agreed to.

On vote 2102:

Mr. Chairman: Item 1, construction safety.
Mr. Haggerty:

Mr. Haggerty: You want to combine both items on this vote or what?

Mr. Bounsall: No.

Mr. Chairman: We will take them one by one then.

Mr. Haggerty: One by one?

Mr. Chairman: Construction safety and then industrial safety. Mr. Gisborn.

Mr. Gisborn: Mr. Chairman, my main point in regard to the Industrial Safety Act is the—

Mr. Lewis: No, it is construction safety.

Mr. Gisborn: Oh, construction safety? Sorry.

Mr. Chairman: Shall item 1 carry?

Mr. Bounsall: No.

Mr. Haggerty: Just how effective has this been since it was taken from the local municipalities and given to the Ministry of Labour?

Hon. Mr. MacBeth: I think it has been very effective. That is not to say that we have stopped accidents in the field. We are still having some very regrettable accidents. But as I said earlier we are doing effective work. We have co-ordinated efforts and produced a uniformity across the whole province that did not exist before.

I have had some complaints, as I mentioned; and the nature of the complaints have been that we have been too aggressive with some contractors in trying to bring about compliance with our regulations.

Now although I don't like to get complaints about abruptness or rudeness, I do appreciate that we are aggressive and I hope that we will continue to be.

I think we have been effective, and I have had evidence to that effect. But Mr. Cleverdon is here, and I think maybe if you have some specific questions he is the best man to answer them.

Mr. Haggerty: How many construction safety employees are there in the Niagara region?

Mr. Cleverdon: We have an approved complement of 132; 92 officers, 12 supervisors and six regional engineers. We are only one or two short of full strength right now.

Now we are looking after Niagara through an operation directed by an engineer. It is centred in Hamilton, with a branch office in Kitchener. Their total staff is 19 right now, but they are highly mobile. No man is assigned to any one area. The whole team moves in and moves back out again. We could have the whole 19 down there in one county in one day.

Mr. Haggerty: But all construction sites are being inspected?

Mr. Cleverdon: To our knowledge, yes.

Mr. Haggerty: To your knowledge. You are not sure?

Mr. Cleverdon: We might miss some. Obviously you can't tell.

Mr. Haggerty: But you do have inspectors on the job pretty well throughout the area.

Mr. Cleverdon: Yes, full time.

Mr. Haggerty: I mean in the area.

Mr. Cleverdon: They are working in the area 4½ to five days a week, with a half a day in the office for checking in and getting reports.

Mr. Gisborn: Mr. Chairman, I want to deal at some length with the Construction Safety Act. I have come to the conclusion over the past year or two that a good Act is not what saves lives or protects the workers. It is the enforcement and the attitude of the people who are involved. In this case there has to be heavy blame laid on the ministry and those responsible for the enforcement of the Act, because those who the Act is supposed to govern, are not paying attention to what the Act means.

The dollar sign seems to be the thing that takes precedence over safety in the construction industry. I feel strongly that something has to be done that will change the whole attitude of those people who are doing the construction work across the province.

I will quote just parts of your report:

During the period Aug. 1, 1973 to March 31, 1974, the construction safety officers of the branch made 37,470 inspections of projects and issued 40,432 directions to comply.

Now that indicates something—more than one direction to comply for each inspection. I realize there may be five, six or seven minor or three or four major orders on one project, so the figures don't add up to anything that you could put your finger on specifically.

As of April 1, 1973, the branch staff consisted of 40 persons. As of March 31, 1974, the branch had been increased to a total of 110 peoples—that's good—and had an approved complement of 132. Personnel was made up of directors, professional engineers, five regional engineers and one consulting engineer—but this is not the point I want to make.

We have had 53 deaths since the Act came into force in August, 1973, and six have occurred in cave-ins. That doesn't say that cave-in prevention has to be the most impor-

tant part of the protection in the Act, but it is the cave-ins that I want to lay heavy emphasis on tonight. I think that when we get a lax attitude by those in the construction industry—I am talking about the enforcers on the job, the foremen and the superintendents who have to do the kind of enforcement that is necessary—and we have the type of cave-ins we have had in the past few months, then they are also lax in the other areas; in the minor areas as well as in the areas of electrical accidents and the accidents of falling, which constitute the greatest number.

As we know, the association has conducted a mammoth educational programme—and I am repeating this because it is important to my concern—on radio and TV, you have had schools on job sites, and in union halls and in classrooms and so on; but all of this is of no use if what I find is happening is going to continue.

I want to relate this to the minister. When the minister introduced his Act and had it passed, I guess last May some time, he indicated this was going to be the solution, and that he would make sure the Act was enforced to its fullest; fines were established at up to \$10,000 for non-compliance with the orders.

We get newspaper headlines such as "Pair Buried In Cave-in," "I Was Buried Alive," and I use this to illustrate my main point. That was a splendid article by two journalists in Hamilton, Michael Rapsy and Bob Chambers, about a most heart-rending situation last September where three men were buried and died of asphyxiation.

One week after that we had almost exactly the same thing happen. This was brought to my attention by a colleague of mine. Down Cochrane Rd. at King there was a construction site for three apartments on one block. Removing the forms from the poured wall, which was below ground level to form the wall of the underground garage, the ground had broken away for 25 ft with cracks of six inches and men were working down at the bottom of the forms trying to release the forms.

When I was notified I immediately went to the site and brought it to the attention of the job foreman. He called the chap up. Before I got down to the corner he was back down there working again. I went back and said to him: "What are you doing down there? You know it is unsafe. There were three men killed a week ago in Hamilton under similar circumstances." He just pointed to the boss: "He told me to go to work."

I immediately called the labour branch in Hamilton and co-operation was splendid. Within half an hour they met me at the site, and of course they brought the press with them. The press went on the premises to take pictures and there was an attempt to evict them by the superintendent of the job, telling them they were trespassing and had no business taking pictures.

But the point that bothers me is that this could have been a similar situation to the first in which three lost their lives in September. The construction developers and the superintendents of the jobs can read the newspapers. They can read these kinds of things. It is a horrifying story of three young chaps who are now dead. The same thing could have happened in this case, and none of them have been charged with any violation, to my knowledge, and will not be before the courts. This is the main point.

Hon. Mr. MacBeth: You are referring to the second one now—the one you complained about, are you?

Mr. Gisborn: Both of them.

Hon. Mr. MacBeth: There was an inquest ordered on the first one we're talking about. There is an inquest to be held and I don't know if any charges will be laid on that one or not. I think the contractor himself is dead, as I understand it. But there is an inquest to be held so I wouldn't assume our ministry would move prior to that.

On the second one, I don't know whether there are apt to be any charges laid out of that one or not—the one that you personally complained about.

Mr. Gisborn: I thought the inquest was over.

Hon. Mr. MacBeth: No, I don't think so. What's the date?

Mr. Cleverdon: Nov. 13, sir.

Hon. Mr. MacBeth: Nov. 13.

Mr. Gisborn: There was a lot of evidence given, either in the story or on the questioning of some of the employees, that indicated they had been warned several times, which in my estimation would justify charges whether the inquest had been held or not. Charges can be worked out under the law.

What is the situation then at the Kosar site at Cochrane Rd. and King St.?

Hon. Mr. MacBeth: That's new to me. Mr. Cleverdon may know about it.

Mr. Cleverdon: I don't know, I'll check it for sure tomorrow morning.

Mr. Gisborn: You don't get the reports? What the inspector did in this situation is he immediately stopped the job. What concerned me is that the owner, as reported by reputable reporters, said that a soil expert would be on the job and the men would work under his supervision. If he said they could go down, they would. If he said it was unsafe, they would bury the forms. This is a point I'd like explained too. Whose soil experts would he be talking about?

Hon. Mr. MacBeth: Perhaps Mr. Cleverdon would answer that.

Mr. Cleverdon: This is a rather involved matter you have raised, sir. I'll try to make it as clear as I can and yet make it fairly simple.

Soil—that is not rock, but soil, clay and sand, or mixtures thereof—will stand safely at slopes that are quite steep on certain occasions. You've likely seen an earthbank yourself. You've seen that a sandcastle will stand up for an hour or two. They all stay up for some time. Normally at 45 deg. or a shallower slope they are quite stable for quite a long period of time. If they are steeper than that, an engineer can examine the soil, take certain tests, find the soil ingredients and give an opinion as to the likely stability of a steeper-than-45-deg. slope. It is commonly done. They give an opinion, as an engineer. It is quite possible that in that case the engineer did in fact give that opinion. We would normally accept that opinion from an engineer as a professional, that at steeper than 45 deg. it would stand safely.

Mr. Gisborn: That doesn't fit in with some of the information provided by the press, which did a very thorough job of this. They were talking to Bill Duncan—I guess that would be the Construction Safety Association of Ontario trenching specialist. The story said:

He has seen a 20-ft excavation fill with liquefied mud in a matter of seconds and rock-hard trench wall become quicksand in a few hours. "Soil is unstable. It can dry out, crumple and collapse. Or the opposite can happen. A rainfall or hidden subsoil moisture can transform it into a molten slide. It alters by its closeness to other excavations or whether it has been dug up before by trees and traffic."

Then he goes on making a case that you can't

trust the side of a wall—an earth wall or a stone wall.

Now, what makes and what allows the people in charge of construction to carry on in such an unsafe manner with this kind of publicity by the newspapers just a week before, in addition to your radio and television programme that was started just shortly after this programme was introduced and the many seminars that were conducted across the province.

It was evident to me that the foreman wanted to get those forms out and he was going to get them out that night come hell or high water. I knew the men were scared. When we were there with the inspector with his blue hat on, we had three of them come to us and tell us they had complained in the last week about similar situations at other parts of the site and they couldn't get any action. These are actual workers.

Well, all I can do is appeal to this ministry that they have got to put the pressure on the people in charge of these jobs. They know they are unsafe but they are taking the chances. It has got to stop, because the construction that's going on across the province just demands that we pay more attention to safety.

We had the Oakville case that could have meant the loss of two lives; it was just fortunate that the fire department could get there, within two minutes I understand, according to the press report. That is what saved the lives of the two in what was just a minor house cave-in where the trench was only down from the bottom of the foundation to the ground level.

So, I would appeal to the minister to make sure that the strongest impositions are put upon the people responsible for operations at construction sites.

Hon. Mr. MacBeth: Mr. Gisborn, I wish I knew the answer to the question you are asking; that is, how do you make the people on the site conscious of their responsibilities and conscious of the risks?

Now, I go so far as to put some of that responsibility on the employee himself. I think that employees, where they know there's a danger, should refuse to enter that situation. All right, you come back and say, well, they will lose their jobs or be fired if they do so. I think that's what you suggested occurred here. Well, I think that's the kind of information that we should have and that we want.

I am disappointed there are contractors or foremen in this province who will ask men to

go into unsafe conditions. I am not saying this second case that you are discussing was unsafe, because Mr. Cleverdon has suggested there may be some conditions where they may appear to be unsafe but are in fact regarded as safe.

Certainly, my hope with the staff is that any time that they see unsafe conditions, any time they find men have been asked to go into unsafe conditions, they do their utmost to prosecute and follow through. But we can't have inspectors on every site all of the time, so responsibility must continue to rest both on the employer and the employee.

Mr. Gisborn: Well, I would have thought that with this happening at the Bold and Robinson St. site on Sept. 21 that any large construction project going on would immediately have been looked at the next day by the Ministry of Labour's inspection department; because this case was so obvious as a counterpart to exactly what happened there. The pictures you could have put alongside of one another and you couldn't tell the difference. It was just as steep, 30 ft. They were just as close. They were taking forms out of the wall and the cracks went right back to the sidewalk where the earth was breaking away.

Hon. Mr. MacBeth: Well, Mr. Cleverdon will get some information and give—

Mr. Haggerty: Why don't you show them some publicity programmes such as I am going to suggest to you?

Hon. Mr. MacBeth: All right.

Mr. Haggerty: The number of coffee breaks that are available now to employees and employers, why don't you have a 10-minute movie on construction safety, and go in there and buy them the doughnuts and coffee, and show them the film and what their rights are as employees?

Hon. Mr. MacBeth: I think it is a good suggestion.

Mr. Haggerty: I don't think you do enough of this. It's not available on the job. You are not going to get a person to go home and then come back and watch something like this. It has got to be on the job training.

Mr. Gisborn: You might as well save the money you are spending on TV—

Mr. Haggerty: That is right.

Mr. Gisborn: —and put some of that

\$570,000 on inspectors in the field and get them moving.

Mr. Reid: You would be better off.

Mr. Gisborn: Employees are not paying any attention to the TV pictures.

Mr. Reid: You would be better off to do that.

Mr. Gisborn: As for trying to put the onus on the worker, I know those boys looked at me to have some authority. I know two of them down there alongside of that foreman wanted to get the hell out of there. I could tell by the way they looked at the foreman who was standing up there. We will come to enforcement and the protection under the Industrial Safety Act.

Hon. Mr. MacBeth: As for those TV ads, by the way, the Construction Safety Association puts them on.

Mr. Reid: What about the ones sponsored by the Workmen's Compensation Board?

Hon. Mr. MacBeth: They are other ones again, as I understand it.

Mr. Reid: You have no responsibility at all on anything.

Hon. Mr. MacBeth: I'm not saying they are not my responsibility. They are, but I am saying—

Mr. Reid: We are only on the second vote and you haven't claimed responsibility for anything yet. It is somebody else's all the way along.

Hon. Mr. MacBeth: I hope I didn't get that impression across.

Mr. Bounsall: You'll take credit for the positive happening.

Mr. F. Laughren (Nickel Belt): You certainly did about the unorganized.

Hon. Mr. MacBeth: No; I didn't want to leave the impression that I am trying to duck responsibility on these things.

Mr. Bounsall: You were hiding in the trench.

Hon. Mr. MacBeth: We have so many people in safety that I think there is room for co-ordination.

Mr. Haggerty: I guess it is the IAPA which usually has one enormous dinner meeting a year. I don't know what it would cost, but

if you can provide it for them, surely you can go out and provide doughnuts and coffee for the employees.

Mr. R. D. Johnston: All of those funds ultimately come from the taxpayer. The point that is being made, though, is that the IAPA annual meeting, to the extent that it is not paid for by the people who attend it, or the Construction Safety Association advertising campaign, is coming out of the Workmen's Compensation assessments.

Mr. Haggerty: But the money is raised through some form of government agency.

Mr. Martel: You get the money from the employers.

Mr. Reid: There is only one pocket it comes out of.

Hon. Mr. MacBeth: That's my line.

Mr. Gisborn: I just want to conclude, Mr. Chairman, by saying that the safety programme for Italians announced on Sept. 23—two days after the three Italian boys lost their lives—was just a little bit too late. We hope that something constructive will come out of this serious happening in Hamilton and that we won't ever hear of it again.

Mr. Chairman: Mr. Bounsall, followed by Mr. Reid.

Mr. Bounsall: On construction safety, I was rather much in favour of the combination of these Acts into one and of having province-wide safety inspectors provided instead of the ones at the municipal level, because of the uniformity that would then take place in construction safety. How many municipalities are not covered yet by provincial safety inspectors?

Mr. Cleverdon: We cover the entire province now, sir.

Mr. Bounsall: All the construction safety inspection is being done by provincial inspectors?

Mr. Cleverdon: Yes.

Mr. Bounsall: I just wanted to make that entirely clear. Do you have joint inspection at all with anyone? It is all in your own branch?

Mr. Cleverdon: It is joint within the branch itself; that is two men go to projects quite often, but not beyond that.

Mr. Reid: Excuse me, may I interject here? Is it not a fact that some of the municipalities, through their building inspectors, still do some inspection of projects?

Mr. Cleverdon: But not for construction safety; they have no authority. They lost that with the new bill.

Mr. Reid: But do they not do it anyway.

Mr. Cleverdon: I couldn't tell you that, of course.

Mr. Reid: Regardless of whether they have authority, especially in some public things like senior citizen housing or low rental housing, does not the local building inspector—I am thinking particularly of northern Ontario—go in, and if he sees something wrong he closes the job down, if he sees fit?

Mr. Cleverdon: Well he has no authority to close the job down for a construction safety contravention, only for a building safety contravention, say if the joists are too small in the floor or the wall isn't correctly built. He cannot enforce the Construction Safety Act. He can offer recommendations and complain to us.

Mr. Reid: Okay, I understand that.

Hon. Mr. MacBeth: What about building standards?

Mr. Cleverdon: That isn't ours at all, sir. That is local entirely.

Hon. Mr. MacBeth: They can still inspect for safety of building standards and fire standards and things of that nature.

Mr. Reid: That is what I am trying to get at, because I think this is a problem. You've agreed with Mr. Gisborn, I think, in your remark that you people can't be everywhere at once. I think that considering everything, it has been an improvement on what has been going on.

If I can be parochial for a moment, in northern Ontario we suffer greatly in both sections, in the construction standards and also in the safety standards. I think, Mr. Minister, you have to find some kind of balance where you give the people in northern Ontario, both in the building standards and also in the construction standards, some measure of safety more than they have now.

Because of the distances involved and the location of the inspectors, we and the workers who are involved are at a fairly large disadvantage, because your people are not

up there. Between Thunder Bay and Fort Frances it is 220 miles and if you want to go farther than that you are talking about 300, 400 or 500 miles. Very often your inspectors won't get there until the building is finished completely and they have no idea of what is going on. It seems to me you have to work out some system in those areas that are not directly served by either having the local inspector—and I know that was obviously not a good system, because you changed it to a provincial system; but it is better, let us say, than nothing at all.

Hon. Mr. MacBeth: It takes longer to inspect up in your part of the country than it does in the southern part. There is no question about that. I don't know the ratio of inspectors. Mr. Cleverdon, can you tell us that?

Mr. Cleverdon: We were short-staffed up there for quite a long time, Mr. Reid, and it is unfortunate. We couldn't hire in that area; we couldn't compete. We have now, however, a supervisor and five officers in northwestern Ontario and we had three students up there as well all last summer, all very effective.

We just finished a four-week blitz in Thunder Bay itself, by the way; they are still reeling under it. You will hear the results when the charges are laid next week. It is going through the legal branch right now.

Mr. Reid: I understand. I know what is going on because I have checked into it; but it is still 250,000 square miles and the inspections can't be any more than few and far between.

I mean let's be honest. When you are talking about Sioux Lookout, Ignace, Atikokan, Fort Frances, Rainy River, Thunder Bay and Armstrong, you are talking about 250,000 miles with communities that are not close to each other. So I think you should look at some kind of system where maybe someone locally can be authorized to do some kind of agency work for you.

Mr. Cleverdon: Well, we can always, if we want to, have our spies telephone and say: "Guess what is happening in Kenora?"; or Dryden or Rainy River. Then we are there in a matter of four hours; maybe six, that is about the limit. We own cars up there, you see, and they are being given radios to tie into the lands and forests system. It will cut down the time a great deal.

Hon. Mr. MacBeth: Despite your criticism, and we welcome it—

Mr. Reid: Not criticism, suggestions, Mr. Minister. I am very seldom critical, it is a suggestion.

Hon. Mr. MacBeth: Well, all right, but I think in the 15 months we have been in this field we have really done a pretty good job despite the accidents, and I don't know whether we will ever get rid of accidents.

Certainly, we would hope to get rid of accidents; but you are asking a lot, human nature being what it is. In the 15 months we have been in it I think we have done a good job. Your suggestion, Mr. Reid, is taken under consideration.

Mr. Bounsall: Coming back to the point we were on before Mr. Reid's interjection, have the number of charges that you have laid under the Act been in sum total more over the past year than the charges laid previously under the various Acts?

Mr. Cleverdon: That's a little hard to compare because of the change in the structure. I think the answer is likely yes, except for one year; 1971 could have been a bit heavier. We held off for the first three or four months last year to get the Act published and passed around the province and our system working properly.

We haven't had a full year yet, but in the first 12 months of the new Act, until July 31, we laid 455 charges and only half were even heard by the end of that time; and they brought in \$52,000 in fines for the first half. It is rare indeed, these days, to get off with less than a \$1,000 fine if you are an employer, for a construction safety violation.

It has gone as high as \$5,000 for an unshored trench that hurt no one. We caught a man down it and they were fined \$5,000, with a further \$2,000 for a power line contact two weeks later. The firm has now gone into bankruptcy.

Mr. Bounsall: I see. Do you find many—it sounds as though you enjoyed that.

Mr. Reid: It is the first time he has smiled all night.

Hon. Mr. MacBeth: That is not an attitude we like to develop but that is the result of it.

Mr. Bounsall: What are you doing about the termination pay for those employees? Do you have many repeats?

Mr. Cleverdon: I did a check on this about a year ago and it was then running two per cent repeat contravenors—that is, being

charged and convicted more than once. I understand from what I have been told that legal fees to get a person off are so staggering that they are better off to plead guilty and pay the fine. That is what is happening.

Mr. Bounsall: But even in that situation, are you finding it is effective in terms of a safety programme? Would you say that it is being effective in terms of safety, that they don't do it again?

Mr. Cleverdon: They rarely ever do it again. They really can't afford to. What's more, it usually rocks the whole operation as well. That has been our experience.

Mr. Bounsall: Does it close things down?

Mr. Cleverdon: No, senior people tend to be frightened by the whole business of appearing in court, facing a trial, giving evidence, having the police around and so on, and facing a conviction.

Even a small fine is quite enough. Recently, a carpenter paid a fine of \$200 for using an ungrounded Skilsaw, for example. He won't do it again. That's a good week's take-home pay for him.

Mr. Bounsall: There was some concern at the time you were converting to the provincial inspectors that your standards for the personnel you were hiring were much higher—certainly the paper qualifications—than for those inspectors who had been doing safety inspection work in the municipalities for quite a few years and were fully experienced. How many of your complement of close to 132 were recruited from former municipal safety inspectors?

Mr. Cleverdon: Initially, in July 22 last year, 43; roughly five more came after that time. Since then, about five have left, either through resigning, retiring or, in one case, sick leave. So roughly 40 or 42 of our current staff are ex-local employees.

Mr. Bounsall: Did you have to turn down great numbers of former municipal employees who were applying?

Mr. Cleverdon: Well, some were turned down by the selection board and were given a chance for a second board with me personally. Only four or five accepted the invitation, and they all got hired. The rest wouldn't come and talk to me, so I really can't say if they wanted the job badly or not. But I saw five we were concerned about; we took all five finally, and all of them have done very

well indeed. They were told the reasons for our concern in the interviews.

Mr. Bounsall: Where, then, are you being able to recruit staff? If they didn't come from the experienced municipal inspectors, where have you got the rest of your complement?

Mr. Cleverdon: To give you an example, in what we call our phase three hiring, which began last April or May, we advertised all across the province and drew 700 applications for 19 vacancies.

Mr. Reid: What are you paying?

Mr. Cleverdon: We drew in about 700 applications.

Mr. Reid: What are you paying, though? It is a matter of public record.

Mr. Cleverdon: The current maximum is \$13,679 per year.

Hon. Mr. MacBeth: We didn't want the member for Rainy River to know in case he applied.

Mr. Reid: Well, I was thinking about that. Do they have many problems with their constituents?

Mr. Bounsall: What is the starting pay?

Mr. Cleverdon: I have forgotten the bottom. I think it is just over \$11,500.

Mr. Bounsall: All right, you said you had a lot of applicants for the 19 positions, but I am still interested from whence these 19 came. If they are not experienced former municipal inspectors, just who are these people? None of them are women, we found out.

Mr. Cleverdon: Yes, as a matter of fact, one was.

Mr. Bounsall: You had one woman?

Mr. Cleverdon: Yes.

Mr. Bounsall: Hired?

Mr. Cleverdon: No, we didn't hire her.

Mr. Haggerty: You can sleep tonight, Fred.

Mr. Cleverdon: What we did was this: The applications were first of all screened by a personnel officer for basic qualifications, education and that kind of thing. Then a construction safety officer screened them down to 125 who appeared to have the qualifications; that is, experience in the construction industry and the educational background.

They were all seen by a board that travelled all over the province and cut the list down to about 45 or 50. I saw all those later myself, along with the local person in charge of that particular function—he had sort of a say in the whole matter as well—and one more person, for a three-man board.

They were all numbered or rated, and we got almost all our best choices. We only lost out on two people who didn't want it; who wouldn't take our salary in that final process. Now, for one vacancy in Windsor recently, we drew in 37 applications and we hired one man; and for one job in Ottawa, over 50—we are seeing seven next week, and all are well-qualified people. We are getting men who are dropping from \$20,000 a year to work for us in this field.

Mr. Reid: Why is that? Is it a matter of sociological—

Mr. Cleverdon: They tell me they like the kind of job they do with the Ministry of Labour. It's a job with prestige and importance; a little less night work and weekend work. It's a job worth doing. In many cases they have got it made by now. These men have been making a lot of money for a long time. They have got a house paid for, a couple of cars, cash in the bank—they want to take it easier.

Mr. Reid: Could I ask you a question, sir, since you are so intimately acquainted with Mr. Bounsall: Would you hire him?

Mr. Cleverdon: I am not sure of his qualifications.

Mr. Reid: Fortunately, you don't need any to be a politician.

Mr. Bounsall: Those construction courses I took in my early years are pretty shaky.

Mr. Cleverdon: He said he got a D in one of my examinations. That's only 59 marks. It's hard to say, really.

Mr. Reid: It certainly says something for his qualifications.

Mr. Chairman: Mr. Reid.

Mr. Reid: Mr. Chairman, I don't want to extend this unduly, but I have some figures here in relation to construction safety. It seems that the highest frequency rate of lost-time injuries is in the demolition field, rather than in the actual building or construction field. I suppose it all falls under the one roof—but in the demolition field.

Mr. Laughren: That was bad.

Mr. Reid: I just wanted to see if you were awake. I don't often get that response. You people are usually asleep. I usually speak after an NDP member and everybody's asleep.

Mr. Laughren: That may be bad, but it's one of your better ones.

Mr. Reid: Since this is the case, what specific measures, if any, have you taken to ensure that this end of the construction field is cleaned up? Have you taken any?

Mr. Cleverdon: To clear up the question first of all, you must define the term "frequency" as the number of lost-time injuries per million man hours—regardless of how long they are off work. It's an overall average of around 63 for the whole industry. It's a low of 30 for landscaping, and a high of 275—you quoted that figure—for demolition. There is likely a lot of short-duration, minor accidents in demolition—extremities, cuts and scratches, bruises, sprains, that kind of thing. And I think in many cases it is due to a lack of proper personal equipment. We are planning a campaign in that industry very shortly. But even inside that industry, there is one firm—and I can't name it, in all fairness to it—that is away below the industry average. But many are well above the average, through lack of control.

Mr. Reid: So you suggest that they are relatively minor. The other figures that I have seem to bear that out. In the last year, if I am correct, the total fatalities were something like 53. Does that ring a bell?

Mr. Cleverdon: Yes.

Mr. Reid: There were 17 due to falls between levels. Now, could you explain what that is? Is that scaffolds—what would that be?

Mr. Cleverdon: That's the big killer. There are four principal causes: the absence of a guardrail around the perimeter of a balcony or a floor; an uncovered opening in a floor, and a man falls down through.

Mr. Reid: As a matter of fact, that is a coincidence, because I saw that on TV just last night.

Mr. Cleverdon: Yes, that's the second one. I know that picture you saw. That was a fake one, obviously; but it was like the real ones. The third one is the scaffold situation, without proper guardrails around it. There were five really. The fourth is the unsecured

ladder relying upon friction—it slides out and the fellow drops down. And the last one is where you cannot use a guardrail—like installing the rail itself—and not wearing a safety belt.

Mr. Reid: So some of those—particularly the last ones—are to a large extent personal responsibility.

Mr. Cleverdon: Not entirely; the belt is partly personal and partly supervision. If the man has got the belt around his waist, but hasn't tied the lanyard off, then it's personal. And sometimes he drops the lanyard over the beam to hide the fact it's not tied off; but there's no belt at all.

Mr. Reid: Is there anything specific you can do about these kinds of things?

Mr. Cleverdon: Of the five I mentioned, except for the ladder right now, the other four are almost all resulting in not more than one warning to anyone and a prosecution the second time around.

Mr. Reid: In view of the fact that they cause the largest number of deaths, do you feel that the warning is sufficient?

Mr. Cleverdon: We are still trying to give one warning. That is one warning per situation—not per man but per situation, you understand that?

Mr. Reid: I understand your constraints and everything else. All right, 10 deaths were from electrocutions. Is this in construction? Is this in hydro construction or touching bare wires or what?

Mr. Cleverdon: That's been a common experience for many years now. Roughly 20 per cent are caused by electrocution. Until this year they were all, with one or two exceptions in the last five years, power-line contact with high-voltage conductors—boom trucks taking concrete block off the truck, cranes, backhoes; rarely a ladder or a television antenna, that kind of thing. But in the last six months we've had three low-voltage contacts, 115-volt conductors. All three are before the courts and I can't comment on them right now. One's been convicted and fined and been appealed, and two more are awaiting trial.

Mr. Reid: The third major cause is cave-ins, which Mr. Gisborn mentioned. I don't know if it is necessary to go over that any further. Five were structural failures. I'm not sure what that encompasses—walls falling down, or what?

Mr. Cleverdon: I'll give you three examples quickly. One was a concrete falsework incorrectly designed, incorrectly built. It fell down and killed one workman. That's one I can think of. A second was an anchor bolt on a crane. Actually the nut was the wrong size for the bolt, it slipped out and the whole crane fell over and killed a man. I'm sorry, I've forgotten the third one. Those are two examples. They are all like that kind of thing. Oh yes, I recall now, a wall blew down in a windstorm in Mississauga.

Mr. Reid: To make up the 53 deaths, there were 15 miscellaneous other causes. I suppose what I'm getting at is that really it seems to me that if you can isolate the causes, which you obviously can, that are causing the fatalities, then it is in those areas that your concentration should be and your prosecution—I won't say persecution but your prosecution. I also have figures here that better than 50 per cent of the fatalities happen in small industry, or what we consider small industry, which I gather is under—what?—50 employees?

Mr. Cleverdon: Under five in many cases.

Mr. Reid: Under five?

Mr. Cleverdon: Under five, yes.

Mr. Reid: Is that how you classify small industry?

Mr. Cleverdon: We did a survey on this through Mr. Kinley's work about three years ago and at that time.—

Mr. Reid: I'm always glad to hear of Mr. Kinley's work.

Mr. Cleverdon: I use his staff all the time; I want to get back on his boat again. But at the time there were 23,000 employers in the industry in Ontario and 17,000 paid compensation on under \$35,000 a year payroll at the then \$7,000 ceiling. So therefore, that big segment had five or fewer employees, at that time.

Mr. Reid: This is where 50 per cent or better of your fatalities are occurring?

Mr. Cleverdon: In the past year, yes.

Mr. Reid: Have you a specific programme to reach those particular people?

I've been through that myself. I've worked for a big outfit, I've worked for a small outfit. It's always the small outfit that is either trying to get going or is just making marginal profits to stay alive, that is most

likely to be a little slipshod, or is liable to cut corners, or is likely to be a little less concerned about all the safety aspects, rather than a large one, which is in the business of efficiency and ensuring that its workforce, which is one of its biggest assets, remains healthy and viable.

Do you have a specific programme aimed at these people?

Mr. Cleverdon: Let me give you an example and make the point clear.

In the county of Peel, now the region of Peel, until last year they had four inspectors and they did all their work almost entirely on industrial and similar highrise buildings; never on housing or small construction because they had no staff for it. We went in there a year ago last August and picked up all their current jobs first of all and got them in line first; that is, with regular intensified inspections. Once they got in control we slacked back off that operation and turned our attention to housing.

We've been out there on housing in Mississauga on Saturdays, Sundays and legal holidays with a 10-man crew in one development. One of my staff had all four tires punctured by Ardox nails out there one day—all four of them—by a rather irate carpenter when they turned off all the power tools connected to illegally ungrounded electrical connections on their panel boxes.

Mr. Reid: I would like to say in conclusion on my remarks on this aspect, Mr. Minister, that the information I have indicates that the index basis in relation to all other industries, in lost time industries, in the past 10 years in the construction industry has been declining at a two per cent per annum, which I think is something commendable. I might say that I am very impressed with the answers we have heard from Mr. Cleverdon. He seems to not only be enthusiastic about what he is doing but on top of it.

I had only one caveat and that is, quite frankly, that he saw his way clear somehow to giving Mr. Bounsall an A in some course that I don't know about, but other than that, I think, sir, and I don't say this very often, that you are to be commended. I would just hope that next year in these estimates perhaps instead of 53 fatalities we might see it to zero, and I would hope that you would concentrate on those areas where you do know that these things are happenings to ensure that they don't happen again.

Mr. Gisborn: Is there any place in your report where I can determine the differential

between orders to the employee as to the employer?

Mr. Cleverdon: You can't tell it there. The orders go almost always to the employer or to what's called the constructor. You would call him the general contractor. It's rare they would go to a workman. In the case of the prosecutions, however, roughly half of all those that were laid were against individual workmen, usually for not wearing a hard hat, safety footwear or, more commonly, a safety belt.

Mr. Gisborn: That's what I wanted to find out. There will be a lot of fines then on the individual also?

Mr. Cleverdon: Yes. The workmen tend to get off with under \$100 usually for a first appearance, although it has gone as high as \$200 and \$300 occasionally, but it's normally \$50 to \$100 for a first offender.

Mr. Chairman: Does item 1 carry? Item 1 agreed to.

Item 2, Industrial Safety, Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman. I have spoken on matters related to occupational safety a number of times here during the estimates, particularly last year and the year before, and in other debates in the House. I find over the years that I have sat here that there is very little done when it comes to occupational safety.

I think it's a matter now that the province needs a new occupational safety and health Act in Ontario. There are many, many employees in the Province of Ontario who are dealing with perhaps some of the most potential health hazards that they can come in contact with. We spoke here in this committee dealing with vinyl chloride and the potential health hazard there is there, causing cancer of the liver. There are other chemicals that they are in contact with, and I think it should be an established requirement that an employer must advise an employee of the nature of a toxic substance or noxious conditions to which he is exposed in his job environment, and to advise the employee of the effects on the human health that may affect him.

There are matters that concern certain occupational health diseases, such as emphysema, that perhaps in a sense are not covered under the Workmen's Compensation Board. It's a tough struggle trying to win a case for any person who has emphysema. I think it should be spelled out that emphysema of any

form should be included under the schedule of the Workmen's Compensation.

I don't know what happened to the reciprocal agreement between the Province of Quebec and the Province of Ontario dealing with silicosis. Perhaps this isn't actually in the minister's line in his estimates here, but I think in a roundabout way people do come down with silicosis working in other areas besides the mining industry in Ontario. The former minister stated that the agreement would be final some time, and the Minister of Natural Resources (Mr. Bernier) has indicated that agreement was pending, but I understand that that agreement is not in effect at all today, and there are many persons who worked in the Province of Ontario and in the Province of Quebec who had silicosis here in Ontario and received no compensation whatsoever.

There are other matters of occupational health safety in Ontario. There is no need that companies and unions should be going to the bargaining table to bargain for something for safety. For example, I have information here, a report on a company-union meeting. This concerns the International Nickel Co. in Ontario and Canada, and it deals particularly with two operations in Copper Cliff in the Sudbury area, and in the Port Colborne refinery. Here is one that they have to go to bargaining with. It is a grievance and it takes up many hours at the bargaining table and sometimes even a strike is imminent from action taken by unions for safety matters concerning the employees.

For example, here are the Copper Cliff nickel refinery safety measures. The union expressed serious concern about the number of items dealing with safety of employees working in the IPC plant. These illustrated the union's contention that this was a lack of communications regarding safety and the lack of employee information on the hazards of carbonyl and the need for more feedback to the union safety and health committee on matters that had been corrected or proved.

Of course, the minister is going to say this vote comes under the Minister of Natural Resources, but it applies to almost every union in Ontario dealing with safety. For example, here is the Port Colborne safety and health items. The union stated that the fact that they were using a crane to move nickel cathodes over the heads of workers in the shearing department creates a serious safety hazard. The company replied that this is not an accepted practice.

The union complained of the density of fumes which developed in the No. 4 Incomag

building in the foundry additives in the new process in the plant, and the company noted that a new casting machine has been purchased which will correct the problem.

So here you can see that the unions have to go to the bargaining table to provide safety measures in the plant or in the working environment. I think, Mr. Minister, there must be changes made here in the Province of Ontario. I am going to go back and I am going to be repetitious again. I have a particular private member's bill here on the order paper, and hopefully I may debate it some time in the near future. This deals with occupational safety committees where it gives the right of employees and employers in equal numbers a voice in safety matters concerning the workmen.

Mr. Gisborn has mentioned here the serious accident that happened in Hamilton where three men lost their lives, and the other workers are looking around for somebody to give them some leadership and advice and to say: "What steps can we take to protect ourselves?" I say most sincerely that until you bring in some type of a safety committee under legislation with equal numbers from employees and management, you are not going to reduce the number of accidents in the Province of Ontario.

Employees must have a say in safety matters and must have a strong voice directly to the minister. He can have all the safety committees or safety branches of the department here and the IAPA and other important safety people concerned about matters relating to safety in Ontario, but until you can bring the voice of labour or employees in on any Act and have some say in matters of safety I feel that you have neglected the safety of those employees and in a sense you have not listened to them.

You can find matters dealing with noise level. As has also been mentioned in this article I was quoting from, workers have very little say in matters of noise level in industry. Very little is done, perhaps, in research on noise levels in industry in Ontario. I feel that there are many things that can be done by action of a joint safety committee.

I was on a tour of the latest pipe mill in the city of Welland. It is the Stelco pipe mill that produces pipe, I guess, up to about 60 in. diam. It is quite an important plant in the area and it is quite an operation to see. I think all safety precautions are taken there, but then the matter comes to my attention of testing of the pipe using isotopes and particularly where radiation can have some serious effect on the employees in that area.

I know that they do have a concrete shield there, but perhaps the radiation still will leak out from that. I noticed different persons employed around that particular area do carry small monitoring devices to warn them of the radiation hazard. But I still say that perhaps over a period of time this could have some side effect on their health.

More attention should be given to this type of operation that the labourers in the Province of Ontario are given protection from occupational health hazards. I feel that in a sense we don't do enough research on this. We depend on some other country. I look to our neighbours to the south who come up with the information related to the different toxic agents that employees are in contact with day after day.

I find that when one has to appear before the Workmen's Compensation Board, we are at lost ends looking for information to continue with an appeal. I find that the Ministry of Labour offers very little in this matter of occupational health hazards in Ontario. I think we need a new programme to deal with these particular matters of health hazards facing the employees of the Province of Ontario.

I want to make one more comment and this deals with the royal commission on the health and safety of workers in mines. Of all the papers I saw it advertised in, it was the Toronto Sun. I went back to the Welland-Port Colborne paper which has a mining operation, the International Nickel Co., there. I never saw it advertised there. I went up into the library and looked at some of the northern papers. I saw nothing there; perhaps I have overlooked it. But you sit back and say, do they actually care about the workers in the Province of Ontario? Advertised in a Toronto paper. It should be back in the community where the problem exists. I leave those few comments with you.

Hon. Mr. MacBeth: Well, just dealing with your last point, I agree that it should be advertised—

Mr. Haggerty: Maybe it has—I don't know. I haven't seen it.

Hon. Mr. MacBeth: —in the papers of the area where the problem is most likely to occur. But on the other hand, lots of the Toronto papers do get pretty wide circulation. I would also agree that they should be in the Toronto papers, but not to the exclusion of the—

Mr. Haggerty: I haven't seen it up there.

Maybe some of the other northern members can add a few comments if they have seen it in their local papers.

Hon. Mr. MacBeth: Well, you were talking earlier about safety and health procedures in industry keeping up with modern technology and modern materials. I don't think they have. But until medical science brings these things to our attention—we don't employ any doctors in the ministry and I'm not saying we shouldn't—but until medical science brings the fact that people are developing cancer from contact with certain materials or in certain environments, we really don't know what to look for.

Now, you are going to say that we have had lots of evidence in the last few years—

Mr. Haggerty: I know that there have been many studies carried out in Europe. Even Russia is further advanced than what we are when it comes—

Hon. Mr. MacBeth: —in keeping up with these.

Mr. Haggerty: This is right—keeping abreast of things.

Hon. Mr. MacBeth: We haven't perhaps kept up the way we should with the safety and health developments because the new technology and new material—

Mr. Laughren: How do you do it now? I am sorry, can I—

Mr. Haggerty: Yes, go on.

Mr. Laughren: What happens now when it becomes evident in the uranium mines that there is a very serious problem? What is the relationship between the Ministry of Natural Resources and the Ministry of Labour? Are you involved at all?

Hon. Mr. MacBeth: No, we are not involved. We are involved in other fields—

Mr. Laughren: I realize that.

Hon. Mr. MacBeth: —in regard to health hazards and if we think that there is a hazard in a particular plant—take the green mist, for instance, up in the General Steel Wares plant. If somebody complains or gives us cause to suspect that there is a danger there, we rely on the Ministry of Health. And I think probably that is the correct procedure.

Mr. Laughren: But what I was trying to get at earlier was whether the Ministry of

Labour could identify more with all labour. When a problem develops in a place like a uranium mine—I know that is the jurisdiction of the Ministry of Natural Resources; it shouldn't be though—if they are working people in the Province of Ontario, is there not any way that the Minister of Labour can then move in and say: "The rights and the health and the safety of the working people in this community need to be protected and they are not. It is not happening, therefore we are going to move in."

Hon. Mr. MacBeth: I would say that through the Workmen's Compensation Board I have some responsibility, because that is answering to the House through me and in that regard I think I have some responsibility to move in.

Mr. Chairman: It being 10.30 of the clock we will now adjourn until after the question period tomorrow.

The committee adjourned at 10:30 o'clock, p.m.

CONTENTS

Tuesday, October 29, 1974

Ministry administration programme, concluded	S-2039
Occupational safety programme	S-2055
Adjournment	S-2068

LIBRAR

ED 97 1 74

UNIVERSITY OF TORONTO

S-72



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF LABOUR

Standing Resources Development Committee

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Wednesday, October 30, 1974

Afternoon Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



10

CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, OCTOBER 30, 1974

The committee met at 3:20 o'clock, p.m.

ESTIMATES, MINISTRY OF LABOUR (continued)

On vote 2102:

Mr. Chairman: All right, Mr. Haggerty.

Mr. R. Haggerty (Welland South): There is only one point, I want to go back and rehearse what I discussed yesterday with the minister, but one particular question I was asking him was about the reciprocal agreement between the Province of Quebec and the Province of Ontario on silicosis. Now the previous minister stated that there would be an agreement.

Hon. J. P. MacBeth (Minister of Labour): Do you want me to answer, Mr. Chairman? I am sorry. The member was asking about reciprocal agreements with the Province of Quebec in regard to silicosis.

Insofar as our ministry is concerned, I don't know of any effective agreements between the two provinces, but I understand that the workmen's compensation jurisdictions of the various provinces have reciprocal agreements trying to determine in which province they may have contracted silicosis or similar ailments, and as to the proper sharing of the responsibility among them. But that would be with the Workmen's Compensation Board rather than with the ministry, and I think when we come to review the report of the Workmen's Compensation Board that matter can be looked at there. I am not so sure any of my people here in this ministry would be able to assist us.

Mr. Haggerty: This was raised last year with the minister's predecessor and he indicated—and the Minister of Natural Resources (Mr. Bernier) indicated—there was supposed to be a working agreement between the Province of Quebec and the Province of Ontario. I have checked with the Workmen's Compensation Board and to this day there is no reciprocal agreement. Of course, there are a number of miners and persons in Ontario close to the Quebec border who perhaps are working in the mines there—working in the

industry in Quebec and living in Ontario. You know, there are going to be problems until we get this reciprocal agreement; there is no settlement for silicosis in many cases here in the Province of Ontario.

Hon. Mr. MacBeth: As I say, generally—not just dealing with the matter of silicosis exclusively—there are arrangements between the workmen's compensation boards across the country in trying to apportion percentage of responsibility as to what percentage arose in one province as opposed to what percentage arose in another province. But as to the administration and just how that works out, I am afraid you are going to have to save that for the Workmen's Compensation Board review.

Mr. Haggerty: Could I have your ministry check on it and perhaps have a little more leadership from your ministry in working for this goal, for this reciprocal agreements?

Hon. Mr. MacBeth: As I say, I think it is in existence. You say you think we should be working harder. I don't know of any agreement dealing specifically with silicosis but I think it is a much broader understanding between the various jurisdictions. Whether this is in writing or not, and how formal it is, I'm not sure, but I think there is a working arrangement that provides for these as far as compensation is concerned. If there is some other factor which affects the ministry as opposed to the Workmen's Compensation Board, we will try and get that for you, but I think you will have to be more specific with your question.

Mr. Haggerty: The question is, do you have a reciprocal agreement between the Provinces of Quebec and Ontario for silicosis?

Hon. Mr. MacBeth: Mr. Johnston, I don't know if you can add to what I have said.

Mr. R. D. Johnston (Deputy Minister): I understand there is some arrangement—I don't know whether it is an agreement or not—whereby if a person has spent part of his working life in one province and moves to another and then is shown to have silicosis as a result of having worked in that sort of

environment in the other province, then we have some responsibility for them and so does the province where he may have contracted silicosis. I don't know if it is in the form of an agreement or not, but we will make a note of your inquiry and direct it to Mr. Starr and he will get in touch with you.

Mr. Haggerty: All I know is I have a couple of cases pending on silicosis with the Workmen's Compensation Board and you cannot get any results at all because they say it has happened in the Province of Quebec and they are not responsible for it.

Hon. Mr. MacBeth: I think that would be our attitude if it did happen in Quebec—now it may be a matter of evidence as to where it happened.

Mr. Haggerty: Who knows where it happens if he works in Ontario, too?

Hon. Mr. MacBeth: But certainly I don't think the Province of Ontario is anxious to pick up the responsibilities of the Province of Quebec and I hope that we'll look after the responsibilities of those people who are injured here in Ontario, whether by silicosis or some other cause, and who move out to other provinces. I think that is pretty standard procedure.

But the point I am making is, as you know this ministry does not administer the Workmen's Compensation Board by its officials. I am responsible for the Workmen's Compensation Board but Mr. Johnston, my deputy, is not. I think we should not expect him to have the answer as to the administration of—

Mr. Haggerty: I am looking for the answer from somebody. The other matters I raised last night. I suggested a new occupational health Act in the Province of Ontario to cover the many different industrial diseases that are coming forward and which are not included under the workmen's compensation or under any industrial diseases at the present time; I mean it does not meet their schedule.

Hon. Mr. MacBeth: Last night I think you were suggesting that we should have a list prominently displayed or advertised in some way and that there should be a guideline for handling noxious substances. I suspect we have that. Mr. McNair, maybe you can give us more specific information on this problem of dangerous substances.

Mr. J. McNair (Director, Industrial Safety Branch): Mr. Minister, there is something in the order of about 12,000 chemicals which

have various toxic capabilities. Nearly all of these have been identified and, according to the health information that comes forward from time to time, they adjust the threshold limit values for the particular materials. These values are generally set in accordance with the American Conference of Government Industrial Hygienists in which Canada has two representatives, one of whom is Dr. Mastromatteo. But the occupational health protection branch of the province, which is our consultant and adviser in these things, is free to adjust these levels if they think they are not suitable for Ontario. This relationship has been going on for some 25 or 30 years, more.

Mr. Haggerty: I'm delighted to hear that you're working in co-operation with the American counterparts on this particular subject we're dealing with.

Do you have the catalogue that's available through the Health and Welfare department of the United States giving occupational health hazards? I mean there's a whole catalogue listing of all the potential chemical hazards that workmen may come in contact with. I know they have pretty well catalogued it.

Mr. McNair: There are several of these catalogues. There are many—

Mr. Haggerty: In the Province of Ontario?

Mr. McNair: There are many textbooks in which they are listed and we have data sheets prepared on the more significant ones by the occupational health protection branch. They are available for distribution and they are distributed.

Mr. Haggerty: To whom are they distributed?

Mr. McNair: They are distributed by the occupational health protection branch and by our officers in areas where they find that these materials are being used by someone who is not aware of their capabilities. Most of the chemical companies are, if anything, better informed than some of the data sheets.

Mr. Haggerty: They are still not up to the standards that are set in the United States. I'm talking about information available to employers and employees in a particular industry.

Mr. McNair: I wouldn't be prepared to agree with that. I think the dissemination of information from the occupational health protection people is very effective.

Mr. Haggerty: Do you have anything here to indicate this afternoon that there is this pamphlet or booklet available?

Mr. McNair: No. I don't have it with me. The books are this thick.

Mr. Haggerty: Pardon?

Mr. McNair: I say it's about something like this thick, all the ones that have been prepared, in various series and various other things, But they can be made available to you.

Mr. Haggerty: Is there one available in the library here at Queen's Park?

Mr. McNair: I doubt it.

Mr. Haggerty: You doubt it. Okay.

Hon. Mr. MacBeth: Why would you say it is not up to the standards of the United States? Does the US federal government put out such a book?

Mr. Haggerty: It's available.

Hon. Mr. MacBeth: From whom?

Mr. Haggerty: The Department of Health and Welfare.

Hon. Mr. MacBeth: Of the US federal government?

Mr. Haggerty: That's right. You can go upstairs in the library and get one, in fact. I'm sure you can.

Hon. Mr. MacBeth: Why do you say ours is not up to that standard?

Mr. Haggerty: I don't know. I've never seen one in the Province of Ontario. Every time I want to question some matter of a toxic agent I usually have to go to the US Department of Health and Welfare pamphlets or booklets.

Hon. Mr. MacBeth: How many copies do we have of this, Mr. McNair?

Mr. McNair: These data sheets are available in an unlimited quantity. Is the book that the member is talking about, the American one, a green-coloured book which is about this thick?

Mr. Haggerty: It's not blue so it must be green.

Mr. McNair: I'm aware that particular textbook was produced, and there used to be a textbook similar to that produced by the occupational health protection branch. The trouble with these bound books is that

they become obsolete so very quickly. That's why they went to the looseleaf and to the separate data sheets. A bound book in textbook form becomes pretty obsolete since these threshold limit values get changed every year, two years by the ACGIH.

Mr. Haggerty: I won't carry on with that any further, Mr. Minister.

Hon. Mr. MacBeth: Let me just add this. As you know, the occupational health protection branch is the responsibility of the Ministry of Health.

Mr. Haggerty: That's right.

Hon. Mr. MacBeth: Certainly we're concerned and we work with the ministry on it. When there's a suggestion that there's a noxious substance in use in a plant, we ask the Ministry of Health to check it out for us. But they're the ones who have the medical people and the experts to do the checking and I don't think that we should be overlapping their services. So we're making use of their personnel to do this for us, and I think we should continue to do that.

If you specifically want to see this book, certainly Mr. McNair will make it available to you.

Mr. Haggerty: I think it should be available in the library here.

Hon. Mr. MacBeth: I see no reason why that shouldn't be done. If the library has the US federal one, then I would be glad to let them have a copy of ours too, I would think.

Mr. Haggerty: I hope so.

Hon. Mr. MacBeth: You've asked for it and it's not there, eh?

Mr. Haggerty: This is right. References are always to what the American government has available. The source is good anyway, let's put it that way.

Hon. Mr. MacBeth: I would suggest, Mr. McNair, that perhaps you could consult with the librarian and arrange to have one up in there for reference.

Mr. Haggerty: That leads to the next question. It's a matter that is of great concern to me and perhaps other members here. There should be, particularly when it deals with occupational health hazards, a record kept in the Ministry of Labour here of the workmen—the years employed in a particular type of environment, the plant,

and so forth. It could be helpful later on. Usually if you're appealing a case the Workmen's Compensation Board always asks "What is your occupational record? Where were you employed? What particular part of the plant were you working in?"

Hon. Mr. MacBeth: Do you mean that we should have a file on every workman?

Mr. Haggerty: Somebody should have a file like that, because if you're dealing with the Workmen's Compensation Board and you cannot produce a particular working record of a person employed in a particular plant they dismiss the appeal saying he wasn't working in that particular environment; yet he has been working there for maybe three or four years. Certain industries—I know the International Nickel Co. does—keep a fairly good record of their employees in certain plant facilities where the work schedule has been set aside for them.

Hon. Mr. MacBeth: Again, this is a Workmen's Compensation Board matter I think the member is asking about—not that I'm trying to put it off. But it seems to me that to try to establish some sort of file on every workman of this province who may come and go at his own will and who may be in one job for a short period and then on to the next would be a pretty difficult thing.

Mr. Haggerty: If he is working in a potential health hazard job there should be some record of him working in that occupational environment. If you deal with the Workmen's Compensation Board the very thing they'll throw back—and I think many members will bear this out—is, you are the Legislature, why don't you legislate it?

Hon. Mr. MacBeth: But you know you can't—

Mr. Haggerty: If the Workmen's Compensation Board can't legislate it, then it is up to the Ministry of Labour to do something about it.

Hon. Mr. MacBeth: But when you are passing legislation I think you've got to look at the practical effect of that legislation. And I don't think there would be general acceptance by the work force of this province if every time they made a move in whatever environment or whatever department they were working in they had to make some report to the provincial government.

We could pass a law to that affect, but I

think carrying it out would be pretty impractical.

Mr. Haggerty: I think if you are going to protect a worker in the province of Ontario from any industrial disease, then I think you must know what type of a work environment was involved.

I can name a case here. A person called me the other day and wanted help. I said to him, "Well, what's wrong with you?" he looked like a pretty sick man—and "Where were you employed?" He said, "At Elliot Lake." And I asked, "What's wrong with you?" He said, "The doctors say I have emphysema."

Hon. Mr. MacBeth: Would he not have some evidence, such as an income tax return or a letter from the company indicating that he had worked there?

Mr. Haggerty: No, you can't get an income tax return. You try to get anything from those—

Hon. Mr. MacBeth: Unless he has kept a copy of his own records. It would seem to me that if I had worked for a company like International Nickel it wouldn't be a difficult job to prove it.

Mr. Haggerty: Well, International Nickel, as I say, is one of those that keeps a record of its employees. Whether the rest of them do or not I don't know. But here is a person who perhaps it's a compensation case; how do you get the records that he was employed there?

I can think of other cases dealing with the Workmen's Compensation Board involving persons working in industries that have their own medical team there. For example, instead of going to a local doctor, the worker is treated by a plant doctor and, you know, after so many years they throw their records away. Then the person has some recurrence of that injury and there is no evidence—he wasn't on compensation but still it's an aftermath of the first injury and there is no evidence.

Hon. Mr. MacBeth: And you have two or three specific cases in mind where the Workmen's Compensation Board is hesitant to recognize the claim because he can't prove that he worked there?

Mr. Haggerty: Well, this is it.

Mr. E. M. Havrot (Timiskaming): Mr. Chairman, I can't accept that. I had a situa-

tion that was brought to my attention with regard to a miner who had worked with International Nickel in 1927 and the board was able to bring back the records and provide us with the details.

Mr. Haggerty: I said International Nickel Co. is one of those that have have very good records.

Mr. Havrot: Well this is, as I say, 1927.

Mr. Haggerty: That's right.

Mr. Havrot: And there was another case in 1940 involving another company, where there was no problem at all. The important thing is to have the claim number. If the man had been injured in an industrial accident he should have had some record of his claim number which would immediately give him identification by the board.

Mr. Haggerty: In many cases of industrial accidents, particularly where they have exceptionally good health facilities—their own plant doctor and nurses—an injured person should be off work and is not. He just comes in and puts time in in the plant and there is no record at the Workmen's Compensation Board. There is a record in the plant, but after a couple of years that record disappears.

Mr. Havrot: In other words you mean that the injury hadn't been reported to the employer and to the board.

Mr. Haggerty: That's right—well, it has been reported to the employer but not to the Workmen's Compensation Board. This is one way to keep your rates down.

Mr. Havrot: It is a duty under the Act, is it not, for the employer to immediately notify the Workmen's Compensation Board of an accident?

Hon. Mr. MacBeth: Mr. Chairman, these are fairly precise administrative problems you are raising, and they are with the Workmen's Compensation Board so I am suggesting we probably can't do more to satisfy Mr. Haggerty now, that perhaps it can be raised when the Workmen's Compensation Board is reviewed.

Mr. Haggerty: There is one more matter, Mr. Chairman, and perhaps I should raise it under a point of order if you will permit me. This was dealt with in the vote, dealing with pensions and so forth, we discussed the other day. I asked the minister if he had any study going on at the present time dealing with pensions in the Province of On-

tario, and he indicated there was no study.

I want to refer you back to Hansard of March 25, 1974—

Mr. R. Gisborn (Hamilton East): I am going to have to raise the point of order, Mr. Chairman. Aren't we on industrial safety, vote 2102?

Mr. Haggerty: This is a point of order I am raising—

Mr. Chairman: Industrial safety, item 2.

Mr. Haggerty: —and I refer you to a question raised by—

Mr. Gisborn: It is a point of extraordinary privilege you are raising to go back to—

Mr. Haggerty: Well it is. The question was raised by the leader of the NDP (Mr. Lewis), with a supplementary by myself which dealt with pensions in Ontario. I remember I asked the minister, your predecessor, as indicated here:

... I believe the minister, two years or a year ago, reported to the House that there was a study to be made on such items as mentioned—survivors' benefits, dealing with pensions and so forth; is that report ready now?

Hon. Mr. Guindon: Mr. Speaker, I haven't had the report as yet, although I do expect it at any moment; I would say within weeks.

So you must have the report someplace. Is it buried in your files?

Mr. R. D. Johnston: That is the same thing. The report that was issued last week.

Hon. Mr. MacBeth: I have a long report as it affects human rights, that is, pensions between women and—

Mr. R. D. Johnston: I think it was sent to every member.

Mr. T. P. Reid (Rainy River): I don't think I saw that.

Mr. Haggerty: Did you get that?

Mr. Reid: I didn't see it.

Mr. Haggerty: No, I never saw that one.

Mr. R. D. Johnston: Well if it hasn't been it will be because it was arranged for the printers to distribute it.

Mr. Haggerty: Well that probably is the report I wish to see.

Hon. Mr. MacBeth: Mr. Renwick raised some questions of the Minister of Consumer and Commercial Relations (Mr. Clement) here last week arising out of that report.

An hon. member: That's not the one he—

Mr. Chairman: Mr. Bounsall.

Mr. E. J. Bounsall (Windsor West): Yes, Mr. Chairman.

Mr. Chairman: Vote 2102, item 2, industrial safety; is that the one?

Hon. Mr. MacBeth: That is the one.

Mr. Bounsall: That's it. The footnote to item 2 in your estimates reads: "The function of this programme is to reduce the number of hazards which can result in injuries to workers occupationally engaged in industrial establishments . . ." and so on.

Last night we had the figure brought forward that, in fact, the construction safety situation is improving slowly with about a two per cent decrease in construction accidents over the years and, therefore, if there's any increase in accidents occurring, it must be in the industrial sector, it isn't in the construction sector. And in the year 1973, the Workmen's Compensation Board reports for that year an 11 per cent increase in accidents.

You might say this could be because of the increased work force, but the work force only increased in that period by 4.6 per cent and there was an increase in industrial accidents of 11 per cent, according to the Workmen's Compensation Board.

This means that in the industrial sector you are continuing to have an increase in accidents greater than the increase that's occurring in the size of the work force. So at some point your programme is failing to reduce the number of industrial accidents. Thus the whole programme of industrial safety has got to be gone into, scrutinized thoroughly and a way found of reducing the increase in industrial accidents. Your whole programme is somehow a failure when those sorts of statistics can result from it.

The one question which I raise—I'd like to have the minister or his deputy answer at some point — is just what is being done to decrease the accidents in the industrial sector which, obviously, must be increasing?

There is one other point under the industrial safety sector that it is very important to raise, and that is the one of the legislation itself, the Industrial Safety Act. Here again, I can't stress this more, this Act looks as if it's providing protection for the industrial worker and yet, in many ways, in practice it fails.

Section 31(1): "Where a person has cause to believe that a machine" and so forth "is unsafe, a person shall not use or operate that

machine" and so forth. So, it is quite clear that the employee, if he thinks a machine, device or any other thing which he's operating or is associated with is unsafe, he can refuse to continue in that position.

Further on in that same subsection, the Act reads very beautifully: "Where an employee does not use or operate a machine" and so forth on the ground that it is unsafe, he reports the circumstances to his employer. And he "remains in a safe location near his work station" unless otherwise directed to do so by his employer.

That sounds fairly good up to this point, except here's where the problems come, and there's really been no relief from it. The employer's direction can be one of simply going right back and operating that machine, device, thing, or what have you as the Act says, using that beautiful word "thing" in it. He can cause the employee to go right back. The employee, looking at the further sections of the Act, feels he has the right to refuse, because further sections indicate that "An employer shall not discharge or discipline or threaten to discharge or discipline an employee because he has sought the enforcement of the Act or regulations . . ." So, if ordered back on his location, he can refuse. He feels he has the protection of the Act.

Well, we all know what happens when that situation occurs where the employer, in spite of it having been reported by an employee that he feels that a thing, or a device or a machine is unsafe, when the employer feels that it is not, and orders him back and he refuses to go, under the protection of another section, he is, in fact, disciplined. He is usually given a discharge for a day or two. And the whole grievance procedure starts over the whole thing, highly costly to the employee representative, or to the individual person—if he's in an unorganized plant and happens to know the protection of the Act—it's a highly costly thing going through those procedures, to ensure that justice persists. And this section still persists.

We were about to have—or did we?—a small amendment to this Act which was supposed to alleviate that. Has this not come true yet? It was such a minor change to it proposed, as far I could see, that I couldn't see how it would alleviate it. But in any event, the situation, whether there's been a minor change or not, has not been alleviated and you get this situation widespread across the province.

There are certain things that can be done about it if an employer directs the employee back to work. I think there must be a written

directive to that employee, stating all the reasons right on the spot as to why the supposedly unsafe machine is safe, and outlining the differences between the two of them with respect to the particular machine or device and the safety of it.

Unless we get into something like this in which it is clearly written down—and if this can go directly to the branch investigators and decisions made on the spot and reimbursements made for unfair discharge according to that section of the Act—we are still going to have these unsafe devices being operated across the province. You really won't be able to complain about them because you can be ordered right back to work on them and you are going to be discharged if you report it and refuse to go back, and get into grievance procedures over the discharges if you do refuse.

Something really serious has to be done on this, particularly in the light of what obviously is an increase in industrial accidents around the province, an increase that is greater than the increase in the work force.

Hon. Mr. MacBeth: Mr. Chairman, Mr. Bounsall has asked two questions there, the first on the statistical end of it and the apparent rise in the number of accidents. I would like to go back just a bit on statistics, for what they are worth.

In 1971-1972, some 61,000 accidents were reported in our reports; in 1972-1973, 55,000; and in 1973-1974 it was up to 71,000. I am just reading from a report here. Now, it's hard to account for why, in one year, there should be an increase from 55,000 to 71,000. Mr. McNair may have some comment to make on it, it's an alarming figure to me. And yet in the year prior to that there had been a drop of some 6,000. So you would think, ordinarily, that these accidents would tend to average out more closely than that, and I can't give you a logical explanation for it. Maybe Mr. McNair can give us some help.

I would like Mr. Johnston to put his mind to the second question. I know I have had delegations from labour unions in to see me complaining of the points that Mr. Bounsall is making, along the line that they considered something unsafe and the employer or the foreman has suggested it was safe. Just what is their course of action at that time? How should they proceed?

My own wish would be, of course, that if machines are unsafe they shouldn't operate them. But when there is a legitimate dispute

as to whether or not it is safe, you know the procedure from there, Mr. Johnston.

Mr. R. D. Johnston: Mr. Bounsall, this has certainly been a point that has been thoroughly canvassed within the ministry and with management and labour and it was one of the items that the Labour Safety Council spent a lot of time on over the last year or year and a half. The present sections, both section 31 and section 25, I think it is, that relate to this matter, were brought in in the amendments proclaimed in 1972. They were brought in for the same purpose that you are describing—to provide some protection to the employee who legitimately believes an operation is unsafe and doesn't feel he should pursue that operation until he has an opportunity to be satisfied whether it is or isn't unsafe.

We think in the main that it's working well. It's true some in the trade union movement were concerned that it could be better and it was in that light that we reviewed it within the Labour Safety Council, and proposed the amendment that you refer to, that hasn't come to pass.

During the time that we were considering it in the council, and considering the possible amendment, quite frankly, the trade union movement came to the conclusion that they were satisfied with the present legislation for the time being. This was mainly because the sections were tested through a grievance and arbitration at Stelco, I believe, and the employee was successful. In the light of that experience, the unions felt that they could live with the present language, that it was doing a job and, backed up with arbitration decision, urged us to leave it the way it was. That's what we have done, and we have taken the advice of the trade union movement, both the OFL and the steelworkers in particular, in that regard.

Mr. Gisborn: I'd like to take issue with that kind of position. The OFL raised the question in their submission this year as being a very important necessary change, and as for any agreement that the arbitration case from Stelco corrected the situation, that test case raised the point that more relevant changes were needed in the Act.

You mention the two sections of the Act, the non-operating section of the Act and the section that tells what the employer shouldn't do. I think what you forgot to mention was the penalty section of the Act:

Every person who contravenes or fails to comply with any of the provisions of this

Act or the regulations, a direction of an inspector or a condition of an approval or permit is guilty of an offence and on summary conviction is liable to a fine of not more than \$10,000 or to imprisonment for not more than 12 months or to both.

We raised the Stelco case—or at least I was ill and my colleagues raised the Stelco case—in last year's estimates, as you will recall, and presented the evidence of the arbitration hearings which cost the union \$4,000 to win.

The case was a classical case to relate to these sections. It was where the employee refused to work in what we call the checkers and the openhearth. That is where they get inside the openhearth furnace and they knock the bricks loose; someone was hurt that morning and he was the leader of the gang and they refused to go back in.

The foreman instructed them to go back in and they wouldn't go. He was subsequently suspended and of course a grievance was filed. It went through the four steps to arbitration which took something like 18 months, at the cost of \$4,000 to the local union, and the board ruled that the company had unjustly penalized the employee and must put him back on the job and pay him his lost wages.

What action was taken by the government under this Act? The company had violated the provisions of the Act. They had suspended, demoted, or fired an employee for attempting to enforce provisions of the Act.

Hon. Mr. MacBeth: I don't know, you are suggesting that a charge should have been laid. I don't know whether there is a time factor in there, or whether a charge was laid against the company. You say no, Mr. McNair?

Mr. McNair: No, there was no charge laid. I'm not quite sure why the arbitration board made its decision. As I understood it, when I read the summary of it—I did not see the complete report, but I did hold a hearing in Hamilton with the company and with the union prior to the arbitration hearing, and as a result of all the information which was given there, and still on the basis of that information there was no indication at that time of a contravention of the legislation.

Mr. Bounsall: No, but they discharged him, right? I mean there is the contravention of your legislation right there. The grievance was over the discharge. It cost \$4,000 to

take that grievance through. How more can you contravene the Act than discharge someone when the Act says you're not supposed to under 24(5)?

Mr. Gisborn: Section 31(4), says:

Where an employee does not use or operate a machine, device or thing upon the ground that it is unsafe or in contravention of this Act or the regulations, he shall report the circumstances of the matter to his employer forthwith [the term "employer" means his agent, supervisor or foreman] and he shall remain at a safe location near his work station during his normal working hours unless otherwise directed or agreed to by his employer.

This happened 'specifically because they have one of the best safety committees of any plant in the province, and they have instructed their stewards and their employees what to do. But he was told by the subforeman, the gang leader, to go back in there and do the job. He refused and so did many others.

When he was suspended, the others went back to work because they didn't know what to do; they were confused about it. Subsequently, the arbitration board ruled in his favour.

Mr. McNair: But it did not just say that there was in fact any enforcement of the legislation required. There was no contravention of the legislation in the actions taken by the employer.

Mr. Bounsall: Then how do you interpret that section 24(5), which says: "An employer shall not discharge, or discipline, or threaten to discharge or discipline an employee because the employee has sought the enforcement of the Act or the regulations—"?

Mr. McNair: The first thing that must be established is that there was in fact a contravention of the legislation.

Mr. Bounsall: Well, this is part of the legislation. Discharge and dismissal, or threatening of such, is part of the legislation.

Hon. Mr. MacBeth: Well, this case is new to me today—perhaps it shouldn't be, but it is—but I can see there might be borderline cases where, when examined in retrospect, there was reasonable action on behalf of the employee to refuse to go in but perhaps not enough contravention to lay a charge against the employer.

I can see that this might be a borderline case. There was enough suspicion on the part of the employee for him to refuse to go in, and he did so. The review committee, or whoever is examining it, might side with him and say, "Yes, under the circumstances I think the employee acted reasonably." Yet at the same time closer examination might show that the place was actually safe.

I am saying that I can see cases where they would want to exonerate the employee, yet there could not be sufficient evidence to lay charges against the employer. I don't know this case. I don't know whether it falls in that category. But I am saying that just because one side wasn't successful, doesn't mean that there should necessarily be charges against the other.

Mr. Bounsall: Well, there are a couple of points here. If memory isn't failing me on this one, three or four days later another employee on this job lost four fingers. So there shouldn't be much doubt about the safety of the job.

The second point is that the Act says—I don't see how you can get around this; maybe you can try explaining it again—the Act says an employer shall not discharge or threaten to discharge an employee because he has sought the enforcement of the Act or its regulations.

What the employee was doing in this situation was saying, "Look. I think it's unsafe," which is a section of the Act. He was directed back into it anyway. He said, "No, under section 24(5) I don't have to go back." But the employer discharged him anyway, which is in direct contravention of section 24(5). That's irrespective of whether you found it safe or unsafe or whether a workman three or four days later lost four fingers in the same location. Surely that's a contravention.

Mr. R. D. Johnston: If I might, I would just add a few words on the subject, because a lot of time has been spent on it, particularly by the labour safety council. This whole area is obviously one of judgement. It's not a nice clean-cut thing where every time an employee says, "I think this is unsafe," that it's immediately clear whether it is or isn't unsafe, any more than the foreman's judgement in responding can be absolutely right because they may hold different opinions.

Anybody who has worked in a factory can tell you that in some of these potentially hazardous areas it isn't perfectly clear. If we all knew, with 100 per cent certainty whether a thing was really hazardous or not, presum-

ably we would have a lot less accidents, but we don't know that. The protection that was put there, in the judgement of the people, many of whom knew more about it than I do, including representatives of the trade union movement who have spent most of their lives in safety, is working.

You are going to find cases that suggest it's not working, but, in this case it did work. The result was an employment suspension—I am not sure that it was a discharge. I thought it was a suspension, but whatever the discipline, it was reversed when the third party was called in to review the judgement of the employee and the supervisor, and the decisions they each made.

I don't see how you can go much farther than having a relief that's fair on the one hand to the employee, who genuinely believes that something is unsafe, and to the employer who holds a different opinion. If you had it one way or the other, it wouldn't be fair.

The Act certainly doesn't mean that any time an employee says, "I think something is unsafe," whether it's with reasonable cause or not that he has come to that opinion, that the employer is obliged to tell him, "Don't bother working." The whole premise is that the employee has some reasonable cause to believe something is unsafe. He may be right, and he may be wrong and the process developed around those two sections of the Act is designed to bring that to some rational conclusion.

Going back to the Stelco case, I would like to think that however careful foremen may be in exercising their judgement in these matters, they are going to be more careful in future in the light of that decision. That's surely an effective result.

Mr. Gisborn: Yes, and I agree with you that you have to be careful. There has been a lot of debate around frivolous attempts at claiming hazards. I have known them myself. I was an active steward in the same plant for some 18 or 20 years. But here we have a ruling by an arbitrator who said there was contravention of the Act, because that's what the grievance was based on, and that they must take him back to work.

Plants that have mandatory health and safety committees and joint committees, are having greater success than others which don't. They have been asking, for many years, for legislation that would provide for mandatory safety and health committees where they can establish their procedures to enforce their safety regulations.

In this particular case there was an alternative put to the sub-foreman—that they do the work from the top of the checker with long poles where no one would get hurt instead of inside the bottom. He was bound they were going in down below. Now, if they had had a mandatory plant safety committee they could have been called together within an hour, and they could have made a decision which they are bound by. They would have avoided both the confrontation and the arbitration.

But something has to be put in this Act. If we leave it floating and flexible, as it is, there must be some way that union can retrieve the \$4,000 it cost them to win that case, because there are going to be many others similar to it. There are bound to be because of the human element that's left to it. There are not many foremen who are going to let many employees say, "I am not going to work on that job because it's unsafe." They are going to say, "You take my word for it, you go back on that job." The employee is going to say, "To hell with you!" and he is going to be sent home.

Mr. R. D. Johnston: I am sure the Labour Safety Council will be happy to keep a watch-brief on this matter, but the fact is, it was thoroughly gone into over in the last year and a half. It was brought to the conclusion that I have described to you. It has not been brought back on the agenda within the last six months and I must say I have had no representations on the matter for over a year and so I am assuming that people are living with it.

Mr. Gisborn: Did you read the presentation by the federation this year?

Hon. Mr. MacBeth: I had a delegation in this year—

Mr. Gisborn: On page 18, they say: "We therefore again strongly urge you to bring about changes in the Industrial Safety Act to protect the rights of the employee as spelled out in the Act." It seems senseless to have legislation on the statute book unless it is properly enforced, and they are referring to this specific case.

Hon. Mr. MacBeth: As I say, I have had one representation from General Electric; a group were in to see me. Mr. Hess, I don't know whether you are in a position to help us on this one or not, but I think that the interpretation that Mr. Bounsall is putting on it is that the Act says nobody shall be dis-

missed for invoking the safety provisions. Now, is it quite that simple?

Mr. Gisborn: No, the Act is a little broader than that. It says:

An employer shall not discharge or discipline or threaten to discharge or discipline an employee because the employee has sought the enforcement of this Act or the regulation or has acted in compliance with this Act or regulations.

Hon. Mr. MacBeth: But I think that Mr. Bounsall is going on to use the Stelco case as saying it didn't protect the man's job.

Mr. Bounsall: I am glad we have Mr. Hess here on this point, and he has heard my question. It seems to me—and Mr. Hess can point out where my thinking is not correct—if an employee under the sections of the Act indicates an unsafe machine, device, and so on, and refuses to work there, and reports the circumstances and then is directed to go back to that machine or device and knowing the section of the Act which says, "An employer shall not discharge or discipline or threaten to discharge or discipline" and he says, "No, I will not go back, I'm not satisfied that it is safe," all he has done under section 24 is seek the rights that he has under the Act and its regulations. He is then discharged or suspended, or what-have-you.

Mr. P. Hess (Director, Legal Branch): I would like to call attention to the difference in language between subsection 1 of section 31 and subsection 4. Subsection 1 says, "Where a person has cause to believe that a machine or thing is unsafe he shall not use or operate." Subsection 4 says, "Where an employee does not use it upon the ground that it is unsafe."

The question of belief of the employee has nothing to do with subsection 4; that is a question of fact, not a state of mind. It is a belief. It is a pure issue of fact under subsection 4. And it may be that an employee may have cause to believe that something is unsafe, but he does not come within subsection 4 because it in fact is not unsafe. I think that may be a distinction that has been overlooked.

Mr. Bounsall: All right, but then what about the discharge—

Mr. Hess: All right, I will look at subsection 5 of section 24—

Mr. Bounsall: —that is put in the form of suspension?

Mr. Hess:—which says that he cannot discharge or discipline because he has acted in compliance with this Act or the regulations; I think that is the appropriate one. That would mean not using it upon the ground that it is unsafe in point of fact, and not because he believes in his own mind it to be unsafe. You have to be very careful about how you read those words, I would submit.

Hon. Mr. MacBeth: That may be the explanation.

Mr. Hess: This is the way I interpret it. I can recall, Mr. McNair, if I'm not mistaken, we did try and prosecute one employer under subsection 5 of section 24, did we not?

Mr. McNair: There have been no prosecutions under 24(5).

Mr. Hess: I thought we did—something involving somebody up on a chimney and he wouldn't go up because the ladder wasn't safe or he believed it to be unsafe.

Mr. McNair: I don't think that was in industrial safety.

Mr. Hess: Oh!

Mr. McNair: No, we have never prosecuted. There have been about three or four—

Mr. Hess: We lost the case anyway because the provincial judge wouldn't find it our way. You have to have a tremendous burden of proof on that as you might appreciate.

Mr. R. D. Johnston: This is like a lot of these similar matters. You don't hear about all the cases where it does work. If I can use as an example, the thing that brought this to my attention nearly two years ago was not Stelco but Algoma, where there had been some serious differences of opinion initially between an employee and his foreman and later between union and management about just what we are talking about.

What happened there was that members of the labour safety council, experienced in these matters, got into it with both their colleagues in management and their colleagues in labour. People from the provincial level of the steelworkers union went up and worked with the local union people. The outcome of it all was that there were discussions about all this between management and the union at Sault Ste. Marie. A notice that had been issued by management—I think they agreed later, ill-advisedly; it seemed to cloud this issue—was withdrawn, and the

whole thing was brought to a satisfactory conclusion. We have heard nothing about this issue at Algoma for the best part of 18 months. It is being made to work. But I am sure you will always be able to find a case where it doesn't seem it is working. However, I think it can be made to work, and the evidence is that it is working.

Mr. Gisborn: This failure in the Stelco case was the failure of the Act in protecting the employees. This Act doesn't protect the employees in that one section and they are not pursuing it any more. The employees have said to themselves, "What the hell is the use of complaining about unsafe conditions? All I have got to do is do what the foreman tells me. He is going to tell me to go to work anyway."

Mr. R. D. Johnston: I don't see why they would place that interpretation on the final result. It seems to me that the final result was that the employee was reinstated. That surely was a message to the management that they had better be careful how they exercise judgement in this matter.

Without knowing all the details—and I don't know all the details of the case and of the evidence that may have been presented to the arbitrator—but I think one can infer from what we have heard here that the reason the employee was successful at arbitration was that he was able to rely on the legislation in support of his position, and successfully as it turned out.

Mr. Gisborn: You're correct. The specific harm done was the cost, \$4,000; the use of time, 18 months; and the right of the company to continue using the arbitration section. They just said, "Well, you do as our foremen tell you, or we will go to arbitration in each case." The story I am getting from the local union safety committee is that the workers are disenchanted. They are just not worrying; they just go on doing the job and taking chances.

I agree the Act goes to the positive, as you go down the various subsections—but the whole thing points out that there is a failure someplace. If you people can't find it, it is going to be hard for lay people to find it on the outside.

Hon. Mr. MacBeth: I regret to think that was the outcome of what has happened; that the men are not going to be so conscious of safety. In my opinion, we have got to make the labour force a little bit more conscious of safety, as well as management.

I wonder if the answer is in the matter of costs. You say it cost them \$4,000 to prove they were right, and there may be some review of this with arbitrators and procedures before the board.

Mr. Bounsall: Just further to the point; I agree with Mr. Gisborn that the general feeling now seems to be, with respect to this section, that the workers have been let down again. Many know of the Stelco settlement. A worker gets upset about what he thinks is unsafe. He is not the most rational person in that plant if he is upset about what he thinks is unsafe.

Workers know from these cases that all that is going to happen is that he is going to be ordered back to the job. If he refuses he is going to get discharged, and if he takes that route it is going to cost his union a bunch of money in order to get him back on the job and the salary reinstated for that period of suspension. He knows that, and as a result of that he feels that he's got to go back on the job and have no complaint about it.

That is the effect of Stelco. They do know the conclusion of the Stelco case and they do know it is going to cost the local union money, if they have the funds—or do not have the funds—in order to go in and fight it on their behalf. They know that sure as hell they are going to be suspended if they refuse to go back on the job. They know all this. That's why the whole Stelco situation concerns me. Knowing all about it has caused the workers to think they really don't have protection under this Act. This having occurred, I don't know how you get around it.

In the safety committees where this has all been discussed and where presumably they can't find an improvement on it, has there been any discussion of where this occurs having the ministry safety inspectors on the spot come in on the particular complaint right at the time? It is not just the foreman who rules on it but the inspectors from the safety branch. You don't order one back, for example, until the inspector from the safety branch has come down and has had a look as well as just the foreman.

Hon. Mr. MacBeth: I don't know how quickly we can act on that, Mr. Johnston.

Mr. R. D. Johnston: I'm quite sure that has been discussed and, frankly, it just isn't practical. It may well be in the case of Stelco in Hamilton, where we have several industrial officers, that in some cases we could

have an inspector there quite quickly to look at a hazardous situation, and I'm sure we do. I know of operations where we do that. However, as a matter of policy, we simply don't have and never could have enough safety inspectors deployed all around Ontario to be at the site of an alleged hazardous situation within a half hour or an hour, and so it has to come down to the judgment of the people involved and the responsibility of the people involved.

In the case of Algoma, which is where this same question was raised, we simply don't have an industrial safety officer available to rush out to Algoma every time somebody might think a hazardous situation exists. At the same time, a lot of other allegedly hazardous situations are of a kind that doesn't call on the employee to lay down his tools. He can work around it long enough for an inspector to come and have a look at it. We look at them all the time. Where a union is involved we do it in conjunction with the union under an agreement we have with the OFL.

There are other remedies to involve our people in looking at hazardous situations. But I would have to say, in answer to your specific question, it just wouldn't be practical or possible to have enough safety inspectors around this province to respond handily to every such situation.

Mr. Bounsall: What you are saying is that this wouldn't be practical to handle the number of allegations per day that you are getting. How many allegations per day do you get on this then?

Mr. R. D. Johnston: We don't get that many.

Mr. Bounsall: But far too many for your inspections staff.

Mr. R. D. Johnston: We want to put responsibility where it belongs, on the employer and on the worker. A system of the kind you contemplate shifts that responsibility to the safety inspector and that's not where it should be.

Mr. Gisborn: On the question of cost, I just want to make a point, that it may not be a cost that breaks Local 1005—

An. hon. member: I wouldn't think so.

Mr. Gisborn: —because it has 12,000 members and they are pretty good with the kitty. It's time-consuming. When you have an arbitration case, five or six of your committee

are there on the case on lost time. But there are hundreds of small local unions where that kind of case would break them. They just wouldn't take it to arbitration because they couldn't afford it.

Something should be provided in the Act that if it is arbitrated and they win their case, then there should be some way the company or somebody picks up the tab for some of the smaller locals so that they can enforce it. This leaves every decision in the hands of the foreman, a lead hand or a gang director. He's the guy who says yes or no in that section. The employee hasn't got a leg to stand on. If he reads it you would think that he had all the protection in the world, "where an employee does not use or operate a machine device or thing upon the grounds that it is unsafe." Now if he has decided it is unsafe—and it says the positive word is "unsafe"—who makes the decision whether it is unsafe or not at any particular time? There is a certain element of indecision there someplace.

"He shall report the circumstances of the matter to his employer forthwith and he shall remain in a safe location near his work station during his normal working hours, unless otherwise directed or agreed by his employer". Directed or agreed to what? Go back to work, or that it is unsafe, and that we should change the operation?

Hon. Mr. MacBeth: Well, I certainly see the problem. I suppose the other side of the coin might be that if somebody was unreasonable in laying a complaint, it might shut down a whole plant operation.

Mr. Gisborn: And your inspection procedures and your enforcement are much easier on some of your numerous small plants. An inspector can go into a small industry and maybe, with a day's inspection, can point out almost everything that may appear to be unsafe. But with Stelco's rambling and diversified industry, it would take a couple of inspectors there full-time doing nothing else but scrutinizing the operations.

Mr. Bounsall: Mr. Chairman, Mr. McNair was going to have an opportunity to answer the first question that I had, that is that the number of industrial accidents is on the increase and the report of the Ministry of Labour certainly bears out the Workmen's Compensation Board's figures—the increase from 1972-1973 to 1973-1974, which matches pretty well with the 11 per cent increase in Workmen's Compensation Board accidents

in 1973, when the work force went up by only 4.6 per cent. I would like a real explanation there. What on earth is happening? And on that same page from the annual report, the number of inspections fell from 62,000 to 47,900.

Hon. Mr. MacBeth: I think Mr. McNair has the answer to that. But you might look at the fatalities; the fatalities are just in reverse of the other. The year the accident rate was high the fatalities were down.

Mr. Bounsall: We are glad there are fewer fatalities but there are a hell of a lot more injuries.

Hon. Mr. MacBeth: How you explain these things I don't know. Mr. McNair?

Mr. McNair: Mr. Chairman, it is a very difficult thing to talk about these numerical statistics. You know the old saw about figures don't lie. But the figures I have here indicate that in 1970-1971, there were 61,407 and, for some reason this went down to 55,000 in 1972-1973, and it has gone up again to 71,100 in 1973-1974. But there are some other interesting things. We had 70,000 premises under our filing system and 55,000 of these had no accidents at all. About 12,900 had between one and five accidents, and some 2,671 premises accounted for 49,000-odd accidents. It is this statistical outcome of form 7s deriving from hazards that is really a random figure. There is no direct ratio in the thing.

As regards the inspections, there are three elements here in the inspection situation. First of all we have a new piece of legislation. The legislation we are talking about is only two years old. The second thing is we had the transfer of the Loggers' Safety Act to the ministry. Third, we have a computer system from which the data which I have spoken about just now has come forward. Now, the reason the number of inspections has been down is based on the information that I gave you, that close to 60,000 or 70,000 have no accidents. We have felt that these places should not be the ones which are inspected, that we should reassess the cycle of these inspections. And these places which have had no accidents are the kinds of places that are not time-consuming in inspections.

Now, you can go in and because there are no directions given, because there are no accidents happening in the place, this inspection can be done very quickly. We have put these premises a little back and we are concentrating our efforts in the other places where there

have been accidents and where we, as a result of going in, have directions to issue. In the transfer of the Loggers' Safety Act, some of our people are moving up into the north. We have increased the number of our people who are in the northern area as opposed to the southern area, but up there we have large mileage to travel in order to achieve an inspection. So that again makes the ratio of time to the number of inspections varied.

Mr. Gisborn: Could you, Mr. McNair, through you, Mr. Chairman, recall—and it should be recalled from your department with some ease, I would think—how many of the 112 fatalities from 1972 to 1974 were confined to Stelco, Dofasco and Algoma?

Mr. McNair: As a matter of fact, I spent this morning doing a little look at some of the statistics on fatalities. Since 1964, we have had somewhere in the region of 536 fatalities involved. These fatalities occurred in 424 companies. Only 48 of that 424 were multiple—in other words, more than one. So there were 379 companies that only had the one fatality experience.

This is one of the difficulties in speaking about fatalities. We are talking about 424 companies out of 70,000. It really doesn't make much of an impact on these other 69,600 that somebody else had a fatality.

Now as regards your specific information, in all of the plants of Stelco the indication since 1964 is nine fatalities.

Mr. Gisborn: I am interested in 1972 to 1974.

Mr. R. D. Johnston: That figure of 112 is not just in the area the Industrial Safety Act covers. That would probably include all occupational safety fatalities, including mines and construction. All fatalities are reported to the Workmen's Compensation Board but they wouldn't all be under Mr. McNair's supervision.

Mr. Gisborn: Those specified on page 12, under the Industrial Safety Act would cover just those in the industry. They wouldn't cover the loggers at that point.

Mr. R. D. Johnston: What document are you referring to?

Mr. Gisborn: Page 12 of the report.

Hon. Mr. MacBeth: The annual report?

Mr. Gisborn: I am interested in the 112 fatalities from 1972 to 1974. Page 12 of the report.

Mr. R. D. Johnston: Which figure are you referring to?

Mr. Gisborn: Fatalities under Industrial Safety Act, 65, from 72—

Mr. R. D. Johnston: I am sorry. You're adding them together for two years.

Mr. Gisborn: Yes.

Mr. R. D. Johnston: I thought it was one year and I couldn't reconcile it. Those are the correct figures under his supervision.

Mr. McNair: In Stelco, there was one in 1972-1973 and none in 1973-1974. That's all the plants of Stelco.

Mr. Gisborn: In Dofasco there were three or four, I take it?

Mr. McNair: Dofasco, there were two in 1973-1974. I think these were one accident, as I recall it.

Mr. Gisborn: Could I have, Mr. Chairman, through you to the minister's department, the names of the union representatives on the safety council?

Mr. R. D. Johnston: Yes. I have it here somewhere. They are Henry Weisbach from the OFL, Ken Valentine from the steelworkers, Norm Paxton from paper workers, Tulio Mior from the woodworkers, Ken Martin from the provincial building trades—that's the construction sector. Have I missed one? Oh, and Murray Bell from CUPE. I think that's everybody. I may have missed one.

Mr. Gisborn: Through you, Mr. Chairman, to the minister: Of course, with the minister being new he likely doesn't remember the long history of the requests by the safety committees of the unions for mandatory joint safety committees in industry. What would be your opinion of the necessity and the benefits deriving from that?

I just can't recall all the reports now, but over the years there have been three or four major reports on safety in industry. I think they've all recommended the need for mandatory safety and health committees, providing certain responsibilities such as joint inspections, regular meetings, and channelling of minutes of the meetings and decisions and conclusions to the Minister of Labour, to the unions and to the employers. Those kinds of things, to sort of develop a continuing dialogue, would correct some of these problems.

Hon. Mr. MacBeth: I like the idea of safety committees. I see it as a place where union and management can sit down and, without this confrontation that bothers me, they can work together for a common object which they should certainly both have in regard their own interests.

Mr. Gisborn: Let me stop you right there. Sorry. There aren't many safety committees, but they are dominated by management. That's not just what I mean. I mean, where the Act says that you must establish a joint safety committee—

Hon. Mr. MacBeth: Compulsory, yes.

Mr. Gisborn: —with equal numbers and set out the guidelines.

Hon. Mr. MacBeth: As I say, I like the idea of safety committees. You're asking me whether I think they should be compulsory. If they can work with a spirit of co-operation for the common end of safety, then yes, I am very much in favour of them. I gather that they don't always work that smoothly.

I have been concerned—and I mentioned it yesterday—with the number of bodies that we seem to have investigating safety. I think we've got too much division of the responsibility for safety—through the Workmen's Compensation Board, through this committee that the deputy heads, through various organization committees, such as in the construction field—and I would like to do something about trying, not necessarily to restructure them, but to co-ordinate them better than they are. In doing so, I'll be glad to look at this problem of making them compulsory.

Mr. Gisborn: I assure you, you will get our profound support if you can work your way through the safety associations, as they're known and established today, and bring them back into somebody's solid control, either the Ministry of Labour or the Workmen's Compensation Board. They're just not working, the way they are.

Hon. Mr. MacBeth: I can't think of anything where it's more clearly in the interests of both sides to have a common front. It's certainly costing management dollars, and I can't think that there is management that is not concerned with health and safety.

Mr. Gisborn: I haven't been to an IAPA conference for a long time. The last one I went to I left about three-quarters of the way through because three-quarters of the time was taken up with advertising the

materials and the safety equipment. That can be done by a sort of direct literature promotion.

Mr. Bounsall: Mr. Chairman, I just wanted to follow up on some of the answers that Mr. McNair was giving me a few minutes ago. If the reason for the decreases in inspections is because you're concentrating on the high accident areas and leaving the zero accident areas alone, that's fine. I quite understand that. But there are a couple of other things you've said; you've taken the Loggers' Safety Act under your wing and you're implying that part of the reason for the decrease in inspections under that Act is the great mileage travelled in the north. Did you not increase your personnel? Has your personnel stayed constant? Isn't this covered by increased personnel?

Mr. McNair: I may have used the wrong phrase. It wasn't just the Loggers' Safety Act, it was both the Loggers' and the Industrial Safety Act in the northern areas. All the information we have is in our computer and is printed out to us in massive volumes, and we have very detailed information. In reviewing this information, it was clear that we had to redeploy our resources in order to get to the places where the action was, one of which was the loggers' safety in these companies that are actually having the accidents.

In redeploying, what happened was a transfer of resources from the south to north. We're not suggesting that we are not able to inspect, and achieve the things we want, in the south because of that. In addition to that, part of the thrust of this Industrial Safety Act, as the deputy has said, is to make the employer and the employees—either themselves or with the union—pick up their responsibilities, since they are both on the premises at all times.

Now, we have reassigned some of our people to the job of promoting the mutuality of interest between employer and employee, and in arranging for the protection of the employees in the plant. And these are what we have called management safety consultations in our trade union involvement programme.

We are having some, we think, very striking results on occasion from this activity, which is replacing the inspection activity in part. One of the managers phoned me just the other day. He had got a call from a company and the last record he had seen they had received something like 64 form 7s in

a year—and this company had gone two million man hours without a lost-time accident.

Now, that is the kind of thing we are driving toward. He was congratulating us and giving us thanks for our help. He said, "It was you that did it with management, plus the activities of your people in the plant." That is the general direction in which the industrial safety branch activity is going. I think it is being very successful. Part of that activity is the agreement between the Ontario Federation of Labour, which we have had for nine years now. When they know of something occurring in a plant, they can contact us and give us the details—and an investigation then takes place. We can even do it on an emergency basis where something has developed suddenly.

The problem is that most of the things we get are things that have been going on for years. It is only after some considerable time that somebody decides that they are going to let us know about it. If they would approach this in a very positive way—as the agreement anticipates—and move quickly, we would be delighted.

Mr. Bounsall: I take it you feel that you have enough personnel in the inspection branch to cover your increased activity in the north and not decrease any important inspections in the south?

Mr. McNair: Correct.

Mr. Bounsall: All right. Let's just go back, very briefly, to the number of accidents. Do you have an explanation as to why in the years 1973—which shows up in the year 1973-1974 figures—you had this increase in accidents in Ontario? Is there any trend at all in this?

Mr. McNair: No, there is no trend in this thing. If you look at the statistics over the years, this is not a direct flow in one way. It goes up and down from time to time; it is strictly random.

Mr. Bounsall: Sure, but you usually report it on a yearly basis. The ministry picks its own fiscal year; the Workmen's Compensation Board picks the calendar year. And in the year 1973-1974 the ministry's reporting shows the number of non-fatal accidents taking a drastic increase. The Workmen's Compensation Board's figures show that for the year 1973 you had an 11 per cent increase in accidents; and the increase in the work force was only a third of that.

What I am saying is: Do you have an answer as to why in that particular period you

had more accidents than in equivalent periods in other years?

Mr. McNair: The figures you have—and I am not submitting this as an explanation—don't jibe with the ones that have come out of our computer. The year 1972-1973 shows some 55,000-odd form 7s, with a work force and people involved in that of slightly under 2,000,000—1,198,000-odd. The 71,000 in our computer show a work force of 1,250,000, which is roughly about 20 per cent.

I don't even want to rely on these figures, because I really don't think the relationship between the two will necessarily accord. The enormous numbers of people involved and the opportunities for exposure to accidents is great. These accidents occur in a very short time and the exposure has been over a considerable time period. The numbers involved are something like 10 to the 15th opportunities, and we only develop 70,000. The percentage increase in that is very small.

Mr. Bounsall: I understand there are lots of opportunities for accidents. Apart from the figures—and I have made the case on the figures for the year 1973-1974 and for the workmen's compensation year 1973—the answer, I take it, is that you have no explanation for the increase in those accidents in those periods.

Mr. J. N. Allan (Haldimand-Norfolk): Mr. Chairman, isn't it a reasonable assumption that when you are taking on new employees, you will have a greater number of accidents in that part of your employment than in a period when employment is increasing?

Mr. Bounsall: But you get employment increasing every year.

Mr. Allan: Yes, but in the period you mentioned, a great many men were taken on. Look at the difference in the paper companies.

Mr. I. Deans (Wentworth): Actually it works in reverse.

Mr. Allan: Oh no.

Mr. Deans: The new employee is much more careful. The older employee—

Mr. Allan: Oh no. Oh no.

Mr. Deans: Just a second. An older employee becomes accustomed to the thing and takes chances that the new employee won't take.

Mr. Gisborn: Statistics show that he is correct.

Mr. Bounsall: The statistics are on our side on that one.

Mr. Allan: I would have to hear—

Mr. Deans: Ask them. If you don't believe me, ask the experts.

Mr. B. Newman (Windsor-Walkerville): Is that true, Mr. Minister?

Mr. MacBeth: I can't tell you the answer. I think Mr. McNair said we can't give an explanation for that as to whether it is better reporting or what it is. That was the first question that I asked when I looked at these figures: "How come? Are we not doing our job?" Somebody will very quickly say, "Yes."

Mr. McNair: Part of the explanation of the increase, of course, is that we have included the accidents in the Loggers' Safety Act and the accidents in the Canada Labour Council. That is a little part of it. Regarding the surrounds of the question, the answer is that there is a little bit of truth in both cases—

Mr. Allan: That is a very diplomatic answer.

Mr. B. Newman: But, Mr. Chairman, wouldn't you have the statistics on that from workmen's compensation claims? Are there more claims from new workers than there are from older workers?

Mr. R. D. Johnston: There are as many different opinions on this as there are experts.

Mr. Bounsall: Would you draw this to Mr. Kinley's notice then?

Hon. Mr. MacBeth: Another study?

Mr. Bounsall: I am sure that they could have a report for us.

Mr. R. D. Johnston: It would not be sufficient to just look at whether they are new or old employees. The significant thing to look at—and there have been some studies on this—is how long the person has been exposed to the specific working environment that he happens to be in when he has the accident. Now he may be in a job where he changes that environment 10 or 50 times a day. There is some evidence that familiarity in this case doesn't breed contempt, it breeds incaution; and that if you do get to do something sort of automatically, you may be running a greater risk than when you are new to the job and sort of nervous about it and being a little careful.

Mr. Allan: You have more accidents among young car drivers than you do with the older ones.

Mr. Haggerty: Not necessarily, no.

Mr. Allan: Oh yes, you do.

Mr. Deans: We all know that it is the old car driver that causes them!

Mr. Haggerty: Between the ages of 25 and 35—

Mr. Allan: Look at your records.

Mr. Gisborn: Mr. Chairman: I don't intend to belabour this vote much longer but there are two things I would like to get cleared up. First, I am set back a little bit by the feeling of the deputy minister that the unions are satisfied with this section of the Act. I'll make some inquiries myself, because the latest I have heard is that they are not.

Mr. R. D. Johnston: I think I should be quite candid with you—and I am probably not telling you anything you don't know—and say that there are probably differences of opinion on this point within the trade union movement and within unions.

Mr. Gisborn: I will accept that.

Mr. R. D. Johnston: That may be part of our differences.

Hon. Mr. MacBeth: I reported that I had received a delegation that was not happy with it.

Mr. Gisborn: Well, we have discussed the application of the Act and heard the opinions of Mr. McNair and others, but the automobile workers last year made safety and health one of the major issues in their collective bargaining. They had a special conference on safety and health. One of their collective bargaining policy statements criticized the Industrial Safety Act for failing to protect workers against punitive action by employers for refusing to work under what they considered unsafe conditions. They went on to say:

The position of the director of the industrial safety branch of the Ontario Labour department is that he has no authority to order a company to reinstate an employee who has been penalized, even though the department found the employee was justified in complying with section 31(1) of the Act.

I remember reading that statement in the newspaper. I was a little put out about it and that is what made me very interested in the Act itself.

I want to ask a question of the minister and maybe his officials will answer it. If in the case of similar circumstances to Stelco, where there was a dispute between the worker and the boss and he disciplined, suspended, and sent the employee home for not going back on the job, and if we were able to get the inspectors of the department in and they agreed that it was an unsafe operation, would it be your opinion that there was nothing more you could do about it, that the company was still scot-free and that the employee was fired according to your quoted statement from the paper?

Mr. R. D. Johnston: Mr. McNair may want to add to what I would say, but in the hypothetical case that you are putting, if it's clear that the operation is hazardous and our inspector is convinced that it is hazardous and so finds, then if either the employer or the worker were to continue that operation, they would be in contravention of the Act. But the doubt surrounds this question as to whether or not it is clear, as we have discussed.

Mr. Gisborn: The statement of Mr. McNair's was that, even though the department found the employee was justified in complying with section 31, subsection 1 of the Act—that is where he wouldn't go back on the job—they have no power to have him reinstated and that there is no protection for the employee.

Mr. McNair: This is a very fine point we are talking about here. First of all, I have no direct authority to issue an order saying, "Reinstate this man." The Act does not give me that authority. That was what that statement meant. However, it was pointed out when this statement was made that we are not without considerable influence. If we found this situation, we would, first of all, use our good offices hopefully to get it corrected by discussing and pointing out the situations that had developed. Then, even though the reinstatement took place, we would still consider as to whether it would be appropriate to prosecute in the circumstances that you describe where there was clear evidence. This has been the problem up to now. None of the ones which we have investigated has ever left us in this position. In fact, quite the contrary was the case.

We cannot give a direct order to reinstate but we can use all sorts of influences. Cer-

tainly I would think that the pressure of a court, which would make a continuing offence of the situation, would guarantee—

Mr. Gisborn: Then to continue, your statement would have been that you would prosecute the company for taking disciplinary action against that employee.

Mr. McNair: I didn't write the article you are reading. I know what I said in the circumstances. I told you that. I went through all this explanation at the time—all of it. One thing that was reported was that I did not have the authority to directly command reinstatement. I went through the whole process that if we found that this was, in fact, happening, we would use our good offices. If it didn't work, then we would be in a position to prosecute. I would think that that prosecution and subsequent action would accomplish what I do not have the authority to do as direct action. That was given at the time, sir.

Mr. Deans: Let me ask a question. Why don't you have the authority where there is a clear violation in the interest of the employee himself and his family? Why can't action be taken in order to safeguard his own health? Why isn't there sufficient power given to you to say, "Correct that and reinstate the employee"?

Hon. Mr. MacBeth: It gets back to the matter of rights, whether we want to turn the ministry into a court in saying, "Yes, in the opinion of the minister, this man should be reinstated." Or let's put it in reverse, "In the opinion of the minister, this man should not be reinstated."

Mr. Gisborn: The Act does not protect the employee. Let's not use that façade that it does. They can be fired. You can prosecute the company. They can pay their fine, and that's it. But the guy is fired and there is nothing that says they have to take him back, unless he has got a strong union that has got \$4,000 or \$5,000 to arbitrate his case and get a decision that he has been unjustly fired.

Hon. Mr. MacBeth: I don't understand it that way.

Mr. Gisborn: That's the situation.

Mr. Haggerty: What about the case of Stelco where they had to go out on strike?

Mr. Gisborn: What do they care about a \$5,000 or \$10,000 fine if they want to hold their status quo and position?

Hon. Mr. MacBeth: As I understand the result of that arbitration, they had to take him back.

Mr. Gisborn: Yes, but they had a strong union to fight his case. Suppose the judge has ruled and said, "The company has a right to fire you. We won't look at this Act." And in some cases, they won't look at these other Acts. They'll just look at the collective bargaining. You know, we have had cases where the judge or the arbitrator said, "It has nothing to do with that Act, give me your collective bargaining," and because there is nothing in the Collective Bargaining Act that says anything about safety and health, it is within management's right to fire him.

Hon. Mr. MacBeth: That's the fault of the judge, then. But the question that Mr. Deans was asking, whether or not this authority should rest with the minister or the ministry—and my answer to that would be that you are then making him the judge, and I think it is better with some other group, such as the Labour Relations Board or an arbitrator, to make that decision, rather than the minister.

Mr. Deans: You are the judge, in the initial instance anyway, because you are judging whether or not there was a violation of the Act or whether the condition is, in fact, unsafe.

Hon. Mr. MacBeth: Right, we are making that kind of judgement, but we are not the final judge in this.

Mr. Deans: Well, it is pretty final. You say "clean up your act, fellow," and he has to. Once you have made that judgement, then surely a person who had to take that kind of action in order to get the matter cleared up should have some protection other than to pursue it all the way through the court. It is okay—I think Reg is right—in the case of a union it is fine, maybe the union can afford it, but what about all the workers in the province who are not unionized?

Hon. Mr. MacBeth: You see, I don't want the ministry—nor do I think it is right—to be the final arbitrator on whether this man was right or wrong.

Mr. Deans: No, but that's not what you are being asked.

Hon. Mr. MacBeth: The ministry's advice is that he was properly discharged. Do you not think that he should have some other recourse other than to the minister?

Mr. Deans: He does have.

Hon. Mr. MacBeth: Yes, and I think that's right and it should continue. Now, you are getting on to another subject which we discussed as to the complications of the procedure—the delays, the cost, the time—and I think those need revision. We have Mr. Armstrong here from the Ontario Labour Relations Board, who is very much concerned with the time procedure and the effectiveness of it. I think we have got to find ways that the cost can be reduced and the procedures expedited, but I am not so sure that I want the minister to have the final decision as to whether this man should be reinstated or not. You and I have some difference of opinion on this. I know you feel I should exercise much more authority than I am ready to take on.

Mr. Gisborn: Would you consider—or I ask you to consider—placing in the Labour Relations Act, under the arbitration provision, that all arbitrators take into consideration any legislation in relation to the grievance?

Mr. Chairman: Mr. Gisborn, would you speak into the mike? We are having a little difficulty.

Mr. Deans: That's my fault, I moved it.

Mr. Gisborn: I am sorry.

Hon. Mr. MacBeth: I heard the question, as to whether or not—

Mr. Gisborn: I would like Hansard to get that because they will want it. I will have to try and correct it tomorrow on paper. I would ask you if you would consider placing in the Labour Relations Act that section that provides for arbitration of grievances, that all arbitrators must consider provisions of Acts relating to the case.

Hon. Mr. MacBeth: Well, I would understand that that would be the law anyway. I don't think a judge has the right to pick and choose which laws he is going to recognize and which ones he is not going to recognize.

Mr. Gisborn: Well, that is not the case, Mr. Minister, the arbitrator can say, "I will deal with your collective agreement and, if it is not in your collective agreement, you can't raise the question."

Mr. Chairman: Mr. Newman, I think, had one—

Hon. Mr. MacBeth: You are waiting for an answer on that and I am hesitating be-

cause I really don't know what the position is. Can you help me with that, Mr. Johnston?

Mr. R. D. Johnston: I have lost the train of thought. But I think if you want to ask questions about the rights arbitration process that that might be more properly raised under the industrial relations vote, and certainly we are looking at the arbitration process to see if it can be made more expeditious or less costly.

Mr. Gisborn: I don't want to seem too impetuous about this situation, but we are trying to find a solution to the problem I have presented: that is, the safety of the worker with regard to disciplinary action for enforcing an Act of the government. I think your officers will agree with me that an arbitrator does not necessarily have to recognize any other piece of legislation when dealing with a collective bargaining grievance because it's not in his collective agreement.

Hon. Mr. MacBeth: I didn't realize that an arbitrator had the right to decide which pieces of law he's going to look at. Mr. Armstrong, do you have any suggestions?

Mr. T. E. Armstrong (Ontario Labour Relations Board): The point that Mr. Gisborn raises I think is one that requires some careful analysis. The cases go both ways on that. The power of an arbitrator to consider anything other than the specific provisions of the collective agreement is a vexed question. There is some jurisprudence which indicates that he is limited to the four corners of the collective agreement, while some would indicate that he is permitted to go beyond it. I take it that what you are suggesting is that the issue be put beyond doubt by some provision in the arbitration clause of the Labour Relations Act that permits them to—

Mr. Gisborn: The "four corners" you are talking about—are you talking about different provinces?

Mr. T. E. Armstrong: I apologize for that legalism. What I mean by that is, he is restricted to the precise provisions of the collective agreement. I take it that what you are suggesting is that there be some amendment to the Labour Relations Act that should put the matter beyond doubt and permit them to consider any relevant pieces of legislation that bear on the issue.

Mr. Gisborn: Yes.

Mr. T. E. Armstrong: All I can say to that is that I agree with you that there is

some doubt in that area. Whether it is to be solved by legislation, I can't comment on that.

Mr. Chairman: Mr. Newman, will this be on item 2?

Mr. B. Newman: Yes. I want to bring to the attention of the ministry and the officials the approach that is being used by GM and the UAW in the United States this year. I don't know if you are aware that in their 1973 negotiations they won apparently a new concession, which was for the setting up of a local health and safety committee training workshop, where both management and labour representatives are sent for in-depth training. They apparently run this on a year-round basis but only for a 40-week period for each individual. In this way they get to know the problems with industrial safety, and they are able to communicate with one another when they get back to the work environment, and maybe resolve or correct a lot of problems.

Irving Bluestone of the UAW, vice-president in charge of GM, made mention that the development of joint labour-management committees on health and safety was "our most important non-economic issue in the 1973 negotiations." Now, I don't know if labour should be negotiating for that; I would assume that maybe the establishment of labour safety committees in the plant should be sort of compulsory, and also that workshops should be conducted in the various fields of labour safety, especially in the various fields of economic enterprise. I thought the suggestion merits consideration. What is the ministry's opinion on that?

Hon. Mr. MacBeth: As I was saying earlier, the point that Mr. Gisborn was making was that we should have these joint management-union safety committees legislated there, and I was commenting that we have such a diversity of safety groups presently acting in both industry and construction that it's to my mind time that we co-ordinated them. Now, I'll be looking at it, and I think that's the answer I gave Mr. Gisborn on this point. Whether they should be compulsory as part of our review I'll certainly consider.

Mr. B. Newman: I would suggest to the minister then his officials look at what is taking place in GM in the US.

Hon. Mr. MacBeth: That is something they have in their collective bargaining agreement.

Mr. B. Newman: Yes, that is right.

Hon. Mr. MacBeth: Mr. Gisborn is suggesting that it should be compulsory, and I think that's the suggestion you would like to leave, too.

Mr. B. Newman: I would like to see it compulsory, yes.

Mr. McNair: Mr. Minister, I wonder if I might comment. The same situation exists in the big three auto companies in Canada. That agreement extends into Canada. In fact, it is actually in operation right now in the General Motors, Chrysler and Ford plants; they vary in the way they are established but these people have actually been started, and they are functioning. Mr. Scheffe of the UAW raised this at one of the minister's safety conferences, and asked if there was any problem in our legislation regarding this. I said, "No, this is perfectly in order. In fact, this development on the voluntary basis, is a highly desirable thing." It is operating right now.

Mr. B. Newman: The reason I say "compulsory" is because sometimes you can't get them to voluntarily get together. If they will do so voluntarily I think part of your problem is solved.

Mr. R. D. Johnston: I think you have touched on the contentious aspect of it. The difference of opinion is not whether safety committees are a good idea. Everybody would agree they are a good idea. It is whether or not they should be compulsory. Rightly or wrongly, some people hold the view that if you have to force people to have a joint safety committee it is not going to be a very productive or co-operative arrangement.

There is at least one other jurisdiction in Canada that has made them compulsory. It is, admittedly, not a very industrialized province, and we will have to see if that proves to be productive in terms of results.

Mr. Haggerty: That's Saskatchewan?

Mr. R. D. Johnston: Yes. They have had them for about a year, or a year and a half now. We will be watching with interest, I can assure you. Now, a lot has been done to promote these things on a voluntary basis. In construction in particular, there is very close co-operation between management and labour, at both the local and provincial level. And certainly that is the case in industry. You mentioned courses. There are lots of employees, many of them in the bargaining units, coming to safety courses put on by

the Accident Prevention Association. At the moment, at least, it is voluntary.

Mr. B. Newman: Is management in on those courses too?

Mr. R. D. Johnston: Oh, sure they are.

Mr. B. Newman: They are both in on it? Fine. I wanted to ask, Mr. Chairman, if the environment is taken into consideration when you are dealing with industrial safety? Substantial increases in temperature can be a hazard because the individual cannot operate with the same efficiency and the same care and diligence that he would under normal circumstances.

I look at the Chrysler plant in the summer months where the temperature outside goes into the 90s. When it is 90 on the outside you can imagine how hot it would be on the inside during machining operations. Likewise, with the coolants. You don't have temperature regulations concerning the use of coolants do you—temperature limits?

Hon. Mr. MacBeth: I will have to ask Mr. McNair.

Mr. B. Newman: Maybe this isn't in the proper vote.

Hon. Mr. MacBeth: I think it is in the proper vote. It is just the technicalities of it that I am not familiar with. Can you answer, Mr. McNair?

Mr. McNair: Yes, all toxic materials are controlled under the legislation, and the regulations are prepared in co-operation with the occupational health protection branch of the Ministry of Health who are our advisers in these things. Whenever we have a problem area in any plant regarding any kind of toxic material or even—and as you are talking there anything which can affect the health of the person—we call them in and they review the situation with us and propose the necessary directions which our officers make under the legislation. There is provision in the legislation for the protection of people from these hazards.

An hon. member: What about heat?

Mr. McNair: Yes, that is included.

Mr. B. Newman: Are there temperature limits on coolants used in the machining operations? If the coolant is continuously flowing, and if a man is working on the machine with a high-temperature coolant, you know he is going to be adversely affected by the heat.

Mr. McNair: Our business is protecting the person. So is what happens to the individual. We are now aware of a coolant which was becoming warm to the extent of affecting the person. That is when we bring in the medical people from occupational health to resolve the matter.

Mr. B. Newman: Well, I have had it brought to my attention by workers in the auto plants that the coolants have a substantial effect on them and their efficiency. Long-time exposure to this, especially by an individual operating one of these milling machines or lathes, jeopardizes himself as a result of the exposure to this excess heat. Now if there are limits to the temperature of the coolants, or to the environment, then maybe that could eliminate an industrial hazard; am I not correct?

Mr. McNair: I don't think there's a flat figure of the temperature at which things have to be. Other considerations come into it. And as I say, this is an area in which I am not expert. When we get into this field we turn around to our consultants who are experts in the field of physiology and the effects of heat upon people under a variety of conditions. Humidity, air flow and so on, all affect these items. When they come in they examine each specific area by itself; not the whole business of heat, but that particular person exposed to that particular condition in that particular plant. I think this is the way in which these investigations should be carried out.

Mr. B. Newman: But you can have—

Hon. Mr. MacBeth: You are suggesting rules as opposed to a specific case.

Mr. B. Newman: The gentleman that I talked to made mention that it was much more difficult for him working in a plant where there was a low ceiling. He tired more quickly. He was not as alert in his operation and, as a result, was subject to the hazards of the job. Whereas, where the ceiling was substantially higher the circulation of air enabled him to work with greater efficiency. There are apparently no safety controls concerning that type of an operation. Likewise, as I made mention, working by a machine where the coolants are extremely warm was also having this effect on him. Now, the gentleman speaks from experience, so I would think that there might be some merit in his suggestion of having limitations as to temperatures of the coolants, so that they wouldn't be the health hazard to him.

Mr. Deans: Can I say something about it, because that is probably why I came down to this committee. The problem is, of course, the coolant is heated up by the friction.

Mr. B. Newman: Yes.

Mr. Deans: It has nothing to do with the temperature of the building.

Mr. B. Newman: No, not at all—but it adds to the temperature of the building.

Mr. Deans: As I understand it, it may in fact add to the temperature, but it's the vapours given off by the coolants. I really do want to talk to you about the General Steel Wares situation. I raised it in the spring of the year. You are familiar with General Steel Wares, Bernie, aren't you?

Mr. B. Newman: No.

Mr. Deans: The Fergus plant. I read the first report that was done—I think Dr. Tidey did both reports—and I got some medical opinion on the first report. But it was right at the end of the session and there was really no opportunity to pursue it much further, other than that I was made aware of the fact that there was going to be a further investigation conducted. There was sufficient concern being expressed about the use of that particular coolant in that particular operation at General Steel Wares, that they had decided to take it off and not use it any more.

Not only that, but within the content of the coolant there was a depressant of some kind that acted adversely on the nervous system—and four people died. Whether they died as a result of the use of that coolant or not was what you were trying to find out.

Now, I am told—in fact, I am not told—Dr. Tidey said publicly that the second report is complete and has been given to the ministry; and that the second report may or may not be tabled. Now, you obviously have something in your hand—

Hon. Mr. MacBeth: I have got something in my hand.

Mr. Deans: So, let's talk about it then.

Hon. Mr. MacBeth: Let me give it to you.

Bill Henderson advises that you wish information on second report on Fergus (GSW). No second report. Air sampling has been done recently and gave completely negative results. This is the only report I am aware of re Fergus.

That is signed by Dr. Martin—

Mr. R. D. Johnston: Dr. Martin is the person to whom Dr. Tidey reports.

Mr. Deans: Well, what is Tidey talking about in the press?

Hon. Mr. MacBeth: I gather from that that they did a second investigation. I suppose what he means by "no report"—and I am just coming to this conclusion myself—is that they have made no written report on it, that they found the results were negative. Now, if you want this followed up with Dr. Martin or Tidey, I will be glad to do so.

Mr. Deans: Obviously we have to follow it up. I realize the press occasionally makes mistakes, but I am prepared to say that the statement that was attributed to Dr. Tidey is so clear that it is very difficult to imagine anyone could have picked it up wrongly. He is quoted as having said that the report has been completed and is in the hands of the ministry, and that he is not sure whether it will be tabled or released.

Hon. Mr. MacBeth: Did he say what ministry? The Health Ministry?

Mr. Deans: No, I have to assume, since the responsibility for the investigation falls, within the ambit of your ministry, that it would have been made available to you.

Hon. Mr. MacBeth: This is the only information I have. The only other suggestion I have to make, Mr. Deans, is that the Health Ministry does this work for us, and in one sense we only know what they tell us. As I said earlier, I think it is reasonable that the medical reports arising in this way should be the responsibility of the Ministry of Health, rather than getting our own medical team ourselves.

Mr. Deans: I am not concerned—

Hon. Mr. MacBeth: I am just wondering whether you should not pursue this through the Ministry of Health estimates, which I understand are on now. I am not trying to get you out of this room—

Mr. Deans: You would never succeed.

Hon. Mr. MacBeth: Have you thought of going to the Minister of Health (Mr. Miller)?

Mr. Deans: I am going to talk to him about other things too.

Hon. Mr. MacBeth: Getting it here, you are getting it indirectly. If you go there, you should be able to get it directly.

Mr. Deans: That's fine. You can tell me I should go somewhere else; I have been told to go a lot of places, I can assure you.

The problem I have got is that your ministry is the one that assumed the responsibility initially. You are the people who assumed the investigation. Whether or not you employed outside help is neither here nor there. And you are the people who answered in the Legislature initially with the first report. You provided me with a copy and I was delighted to get it.

The problems are these: First, if the company took that coolant out and if you tell me there was absolutely nothing wrong with the coolant, that it couldn't possibly have done any harm, then why in the hell did they take it out in the first place?

The second thing is—I want you to look at it; I am going to go get it if I can find it. I am going to Hamilton at 6 o'clock, but I will be back in time for 9; maybe I will get a chance to raise it with you.

I am going to try to find the report, because I looked at the contents of that coolant very closely. I had a medical opinion on what those contents really meant, and there is no question at all that one of the components contributed to hypertension and the other had an effect on the nervous system.

The report said that it had to be absorbed in fairly large quantities, but in the kinds of conditions we are talking about, when a man works around a lathe or a milling machine and the coolant is running continuously—I guess it depends to some extent on what you are cutting, but the coolant runs all the time and is just recycled—he works in that atmosphere for eight hours straight. He doesn't normally leave the machine, he continues to work. If he is there for eight hours straight and he is there for a number of weeks or a number of years, then there is every likelihood that he takes in a sufficient quantity of the coolant, either through breathing or through his skin.

To be honest with you, I am not satisfied. Those people in that plant are, to say the least, scared to work in that atmosphere. The coolant is no longer there, so that makes sense. But there are the widows and kids left by those four people who died. And if there is even the remotest possibility that that coolant played a part in hastening their death or in upsetting or weakening their system, then those dependants are being deprived of benefits which would naturally flow to them.

I think it requires more than a cursory look, more than somebody checking to see whether or not the air is okay. It requires an in-depth analysis and some very serious testing. As I understand it, the coolant is used by other than General Steel Wares, and though they may not be using it right there, it is used in other operations. If you give it a clean bill of health, then it is going to be used by other people.

I don't know how better to put it to you. It worries me when I look at it, because there definitely were properties there that left the impression that if given in sufficient quantity, it could cause ill health and irreparable damage. I am eager that you not allow the thing to drop.

Hon. Mr. MacBeth: Mind you, I don't know how extensive the test was that the medical people did. I don't know whether they took into consideration just the properties of this coolant, or whether they examined the properties of the coolant in the particular location and under the terms that the workmen were working on. I will be glad to discuss that with the Minister of Health again in view of the discussion that has gone on here and see whether or not they have made that kind of investigation.

Mr. Deans: I want Dr. Tidey to tell me that there is no second report. If he tells me there is no second report, then okay. But if he is going to tell me that, then he has to tell me what he said to the press, because I don't understand why he would be saying that there is a second report if there isn't one. And I don't know why he would be saying it may or may not be tabled or released if there is no such thing to be tabled or released. It causes me some concern and doubt because there are too many things that never come to light until it is too late.

Hon. Mr. MacBeth: You are almost suggesting, though, that the Ministry of Labour, or the Ministry of Health, or somebody, is trying to withhold the report.

Mr. Deans: If I was suggesting that, you know I would say it. If that was in my mind I would say it right out. I don't know.

Hon. Mr. MacBeth: I don't know why the Ministry of Health would have anything, other than to give us a complete and full implication of their study. In other words, if they have made any second reports and there is anything dangerous in it, I don't think they would have any reason for not telling us these things. I will try to follow this up fur-

ther and get additional information. This is a note I have as a result of your inquiry in the House today, and it is signed by Dr. Martin. I will make further inquiries.

Mr. Deans: I would appreciate it.

Hon. Mr. MacBeth: Also, to see if the points you and Mr. Newman make—

Mr. Deans: Surely somebody can call Dr. Tidey and ask him. A phone call is all that is required. Phone and ask him. What in heaven's name are you talking about? Did anybody call him?

Hon. Mr. MacBeth: I don't know whether Mr. McNair has or not. He may have some information, but again, as I say, for that type of information, since they are working for the Ministry of Health I would just as soon you pursue it through there, because I can't—

Mr. Deans: I promise to do it. I promise to leave you alone for two minutes and go up there and talk to him.

Mr. McNair: There may be a little difference. We are talking of reports. We have all sorts of reports in the ministry. You are talking about a second report on the particular coolant, which was the subject. That is the answer which Dr. Martin gave. The report which Dr. Tidey was speaking about is a report on the coolant which is at present being used, and that was, as I understand it, the commitment he made to the union when they asked—he would do air sampling on the coolant as at present being used, and that report is in my office, I got it last Thursday.

Mr. B. Newman: Does the use of these coolants have to meet with your approval or the approval of the Ministry of Health before they are permitted in the manufacturing or in the labour process? Because there may be some hazards in these coolants.

Mr. Deans: Now, it is getting a little clearer, okay?

Hon. Mr. MacBeth: There is no second report. Air sampling has been done recently and gave completely negative result.

Mr. R. D. Johnston: That means on the new coolant.

Mr. McNair: The air sample was done on the new coolant but there is no second report on the previous one; the other report which you tabled, Mr. Minister, is the complete final report. This is now in my posses-

sion and this is what has been done recently by air sampling upon the existing coolant.

Hon. Mr. MacBeth: Why does he say "done recently"?

Mr. McNair: That's the one.

Hon. Mr. MacBeth: I understand they don't use that coolant.

Mr. R. D. Johnston: He means on the new coolant.

Mr. McNair: The air sample was done on the new coolant.

Mr. R. D. Johnston: He says the new coolant was safe, having been told that the old one was also.

Hon. Mr. MacBeth: Yes, but if they have done a recent report, it must be on the new one.

Mr. R. D. Johnston: It is.

Mr. Deans: Yes, I understand that, but where does it say?

Hon. Mr. MacBeth: In other words, you are playing with the words "first" and "second," are you?

Mr. McNair: This is where the problem has risen, yes.

Mr. Deans: Is the new coolant substantially different from the one that was used previously?

Mr. McNair: Oh, yes. They are entirely different properties. I think the report, as I recall it off the top of my head, said there is no significant health hazard.

Mr. B. Newman: Are you saying there is only one type of coolant that is used in the machining process?

Mr. Deans: Oh, God, no. There are all kinds.

Mr. McNair: We are talking about this particular factory.

Mr. Deans: Is it possible to have that report made available, please? Now, all of a sudden, we are bogged down. Can we have that report made available—the second one, the one on the new coolant?

Hon. Mr. MacBeth: Again, just the same question I put on it the first time it came up, I want to get clear with the Minister of Health, since he's prepared that, I don't want

to say I'll release it without conferring with him. I will be glad to clear it as I cleared it before.

Mr. Deans: That's fine. Then I will take a look at it.

Hon. Mr. MacBeth: This is confusing to me and I have to apologize. There is no second report. I would assume that, if they have done any recent sampling, it must be on the new material because I understood GSW stopped using the coolant.

Mr. Deans: They were the only ones that did.

Hon. Mr. MacBeth: From the explanation I have gleaned here, there is a report, on one hand, but it is a report on the new material.

Mr. Deans: That's beginning to clear it up, believe me. The thing now is that I want to go back to the old coolant for one second. I am not satisfied with the results of your report, just from having read the original one. I will go and talk to Mr. Miller because I think he probably can get me the answers better than you can. It is nothing to do with your competence.

Hon. Mr. MacBeth: As I see it, you are going second hand when you come through us.

Mr. Deans: There certainly were properties in the first coolant that left me with some serious doubts. Not only that but I would like to know the method used to test the coolant, whether it was tested under working conditions and whether it was tested at the temperatures at which it is normally used and in sufficient quantities over a period of time to see, whether or not by ingestion or by other methods, if it would be possible to absorb sufficient quantities of one of the properties perhaps to be able to affect a person with an already weakened system from something else. I will pursue that upstairs.

Mr. B. Newman: Mr. Chairman, the minister made mention of something about in-plant temperatures and their effects. The temperature may come within certain standards but there is more than just temperature. We know ourselves that a 96 degree temperature outside could be unbearable, especially in the Windsor area where you have high humidity, but when you have a low humidity, 96 is not unbearable at all. It could be exactly the same thing in the plant.

You could have extremely high humidity in the plant. Some of the high humidity

could be attributable to some of the coolants used, in addition to the direction of the wind, the opening and closing of the windows in the plant, and the location of the plant. This was all brought to my attention from a worker in one of the plants. He wonders why humidity controls weren't likewise taken into consideration in conjunction with industrial safety. Have you any reply to that, Mr. Minister?

Hon. Mr. MacBeth: No, I really don't. What regulations do we have, Mr. McNair, if any, that regulate the temperature in which the worker may work, the amount of space that he has to move around in himself—how closely he is in association or contact with other people? Do we have regulations of that nature?

Mr. McNair: There have been no specific heat stress regulations. But if there is such a situation, when the occupational health protection branch go in, they have been able to establish the levels, based on these multiple variables.

And this is the point. There are multiple variables in what creates heat stress, and it is their diagnosis as a result of their medical knowledge which they convey to us, which is used to resolve the matter with the employer. Now it is not just a simple matter of writing down such and such a temperature as you have indicated there. You agreed this wasn't the case: "At such and such temperature we close up." This isn't the situation at all. It is quite complex. And it is a matter which is under review right now by the ACGIH in trying to establish the heat stress elements.

Mr. B. Newman: The employee who told all of this to me made mention that he isn't allowed to bring a humidistat into the plant; if they saw him doing that they would discharge him. Now he is trying to protect his own employment, and he wants to protect his own health. Should he not be allowed to check the environment for his own health safety, or should he not be able to ask someone to check it?

Hon. Mr. MacBeth: I would think he could ask us, Mr. Newman. If somebody asked us to carry out a test of this nature we would.

Mr. McNair: If this was brought to our attention we would request that the occupational health protection branch should carry out an investigation.

Mr. B. Newman: Right, that's good.

Hon. Mr. MacBeth: I don't know whether every employee should have the right to decide his own health standards.

Mr. B. Newman: It is not frivolous at all. In the summer months in our own area you know how hot and oppressive it can be, and working on a machining operation you can understand the greater heat generated, and the greater difficulties the individual has as far as work is concerned. Thank you, Mr. Chairman.

Hon. Mr. MacBeth: I would think they should be able to do that.

Mr. Reid: Gentlemen, before I launch into—

Mr. Chairman: Is this the same vote, Mr. Reid?

Mr. Reid: Yes it is. Before I launch into my comments on industrial safety, when I returned to my office I found my summary of the interim report of the task force on section 4(1)(g) of the Ontario Human Rights Code which we were talking about earlier under pensions.

Mr. R. D. Johnston: What were you saying about it?

Mr. Reid: Well, I found it. Remember we said we hadn't seen it?

Mr. R. D. Johnston: It came?

Mr. Reid: It just came. I have read it, and digested it of course, and am prepared to debate it at great length.

I would like to say, Mr. Chairman, that I find it passing strange, if I may steal that phrase, that Mr. McNair is unable to give any explanation of the large increase in accidents. Mr. Bounsall went after you, sir, for some minutes and I must say I was disappointed in your responses, particularly in view of the responses we got from Mr. Cleverdon last night.

I understand that part of the reason that your figures aren't all they should be is because of the different reporting system. But I think that you should be able to give us some idea of why they have gone up by some 16,000 accidents reported this year over last year. You still have no explanation for that?

Hon. Mr. MacBeth: I don't know whether it is reasonable to go through that again.

Mr. Reid: Mr. Minister, we are here to get answers to our questions. You are asking

us to pass the vote for \$4,425,000 and we have got no answers from Mr. McNair. At least I'm not satisfied. Maybe Mr. Boun-sall is, but I certainly am not.

Hon. Mr. MacBeth: I am not satisfied with it either, but I think the answer, Mr. Chairman, was that Mr. McNair didn't have any answer for it either. Now, there are statistics—

Mr. Reid: Maybe we should knock Mr. McNair's salary out of there or maybe yours.

Hon. Mr. MacBeth: Maybe we should give him much more salary so that he would get more people—

Mr. Reid: You know, people are being injured at a greater rate than they have been in the last few years and your explanation is that we don't have an explanation.

Hon. Mr. MacBeth: No, but you are almost cross-examining Mr. McNair—

Mr. Reid: The next thing you will be saying is, "Don't be political".

Hon. Mr. MacBeth: —in the sense that you asked Mr. McNair the question, and I think before he said he had no explanation for it. It was one of the first questions I asked him and he said you just can't rely 100 per cent on statistics. I also pointed out that there were some—

Mr. Reid: We'll knock a thousand accidents off. There's still an extra 15,000.

Hon. Mr. MacBeth: —additions into it, but I am quite happy if he wants to repeat his answer again, that he should do so.

Mr. Reid: Well, I'm not very happy. Maybe it satisfies you to get no answers when you ask as the minister responsible, but as I say, we are paying, in industrial safety, \$2,173,300. I would like to know what the taxpayers are getting for that kind of money. That's my job.

Hon. Mr. MacBeth: All right, but I think you see the point I'm making.

Mr. Reid: No, I don't.

Hon. Mr. MacBeth: You don't? Do you want me to repeat it again?

Mr. Reid: Your answer is no better than Mr. McNair's.

Hon. Mr. MacBeth: Well, Mr. Hushion has some remarks to make

Mr. D. E. Hushion (Executive Director, Employment Services): I am obviously not going to satisfy Mr Reid with my answer, but obviously these figures are of concern to us. One of the things that Mr. McNair mentioned is a reflection of some of the things we are trying to do in both the safety branches, and that is to develop a better information system so that we understand where the accidents are happening and what the causes of those accidents are.

We are looking at revising the blend of our inspection activity with our sort of consultative activity with management and with unions. We are trying to shift our resources from relatively low accident, low hazard areas to high accident areas, both in terms of industry and in terms of geography.

We are aware of the number of accidents that we have and we are trying to improve our operations so that we are focusing on those areas where we are finding that we are having the greatest number of problems. We can't make any promises, obviously, but we hope that next year the figures will reflect that some things have improved a lot from this year.

Mr. Reid: You are right, the answer still doesn't satisfy me, because it seems to me that you should have at least some idea of why there should be this large increase. Granting that maybe it's difficult to keep accurate figures and to have everything nailed right down, surely can you tell us in what industries the bulk of these accidents take place, for instance?

Mr. McNair: Oh, yes. We can identify the number of accidents that every company has. This material is printed out for us. It's quite clear that most of these accidents — some 49,000 of the 71,000 — are happening in 2,671 companies which have all had over five accidents. A good two-thirds of these things are happening in unionized companies.

We know where the accidents are happening. This is no problem. We know the exact location and the exact number that every company has. Really the question is, can we explain statistically why it happened, and the answer is that statistically it's a random thing. For instance, if I may illustrate, if you drop a concrete block from 25 ft up three things can happen in the space of four inches: It can miss the man, it could glance off his head, and it could kill him stone dead. This is what we mean by random selection.

We deal with hazards. The exposure to these hazards involves such large numbers.

That's what we were talking about; this 70,000 represents the outcome of exposure to hazard. This outcome number is tiny, very small in comparison to the number of exposures, and a small increase in the probability could create a relatively large outcome. We would have to put numbers up on the board to show the kind of figures we are dealing with.

Mr. Bounsall: But have you had an increase in probability that would account for this increase in the number of accidents?

Mr. R. D. Johnston: One of the problems with the statistics on this is that I think you are looking just at last year and the year before. If you go back over five years, the fact is that last year was certainly one of the highest we have had in five or six years and the year before was the lowest. So you are looking at the extremes.

The fact is, in 1969-1970 we had almost exactly the same number of accidents as we had last year and there were certainly a lot more people working last year than there were five years ago, so to just compare the two contiguous years is not indicative of a trend. But, believe me, we are concerned about the fact that there were 70,000 accidents last year. There are too many, and you have heard some of the things we are trying to do to come to grips with it.

Mr. Reid: That's a little fuller explanation than Mr. Bounsall got to his remarks. I hope we don't have to get nasty all the time to get answers to our questions.

Hon. Mr. MacBeth: I don't think there has been anything said now in substance that wasn't said earlier.

Mr. Reid: I'm certainly a little more satisfied, despite Mr. Hushion's feelings that I mightn't be, than I was before, but I am certainly not entirely satisfied. Let me ask you then if you can identify—I believe you said work places where there are over five accidents.

Mr. McNair: I can identify where every one has happened.

Mr. Reid: Yes, but what I am getting at, though, is you can identify, either through your own figures or through Workmen's Compensation, an area of high incidence of accidents which are not, I would think, all due to probability of where I'm standing. Some of them are obviously because either management is not concerned with the workers' safety or the workers themselves are

not looking after their own welfare, or a combination of factors.

Are there any constraints on a company in regard to safety, other than their assessment under the Workmen's Compensation Board, that's going to force them to clean up their act, other than your going in and suggesting they should do this or they should do that?

Mr. McNair: We don't suggest; we direct them to comply with the legislation. We order them to do these things. In addition to that, and this is the point, we have this consultative approach to get them to go beyond the requirements of the legislation to those things which would be even better.

Mr. Reid: How many deaths were there in industrial accidents last year?

Mr. McNair: It's in the annual report there. There were 47 in industrial safety.

Mr. Reid: Forty-seven.

Mr. McNair: Thirteen in logger safety and two under the Canada Labour Code.

Mr. Reid: Right. Is that up or down?

Mr. McNair: It's down in the case of the Industrial Safety Act. It's up in the case of the Loggers' Safety Act. It's down in the case of the Canada Labour Code.

Mr. Reid: I gather that you're concerned about the Logger's Safety Act because of fatalities in other ways. You said you were moving people into this area more so than you had done before.

Mr. McNair: Correct.

Mr. Reid: So you have identified this as a problem area?

Mr. McNair: Yes.

Mr. Reid: Do you also hold to your theory that this is due to the number of opportunities available for exposure to hazards?

Mr. McNair: Mr. Reid, I have every confidence that next year these numbers will be completely different. Whether they are up or down is something that the end of the year will tell us. It is a strictly random selection.

Mr. Reid: My God, even the Premier (Mr. Davis) couldn't pull a statement out of the hat like that—"The figures will be different."

I just have one more question if I may. I'd like to know what happens in the case of a strike or a lockout when the plant con-

tinues to operate, often operating things dealing with large quantities of sulphur dioxide or even machines that are operated by management personnel or people who are brought in to operate them who have not maybe had the training that the workers who ordinarily operate them had. Do you go in and inspect these plants during these times? It's an incidental question. I would imagine the request for you to do so will step up around negotiation and strike time.

Mr. McNair: Sure we would, yes.

Hon. Mr. MacBeth: But I would assume our standards of inspection should not change or would not change.

Mr. McNair: Quite right. Yes. The only difference is that in the interests of good relations we usually make contacts and indicate to the union people who are involved in any strike activity the reason for our visits. We think it would be indiscreet to just barge in the way we normally do. We contact the captain of the picket line to tell him why we're going in. He wouldn't stop us from going in but we would contact him just to make sure that our way was cleared in a nice pleasant way.

Mr. Chairman: Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): This isn't my field and I don't profess to be an expert at it, but I think I can lay claim to being one of the best sidewalk superintendents you ever saw.

I have had occasion to watch an operation for most of this summer and I've seen employees on a particular construction job walking around with bandages and with obvious hurts as a result of their activities on this particular construction project. The pit that they are working in from time to time is 25 to 30 ft deep. On only one or two very limited occasions have they ever used cribbing to prevent cave-ins — to protect the workers while they are laying pipe. They are working under the bucket of a three-yard industrial crane.

I heard the foreman on one occasion say to one of the workers down in the pit, "Never mind looking up, get busy with your work." I have had some indication that one of your inspectors has been on the site, wasn't at all happy with what was going on, and that something would be done about it.

Now, I paid particular attention to that project after I heard that to see whether there was any change in the method of oper-

ation; whether they were making any effort to make the work place safer and to protect those workmen. Nothing has changed.

How often do you visit these construction sites? What action do you take once a particularly dangerous problem is brought to your attention? Just as sure as we are sitting around these tables, there is going to be an accident. It is just a matter of when and who is going to get hurt and how serious it is going to be.

I don't know whether you are aware of it down here or not, but I think that a lot of the statistics that have been spoken of by my colleagues and the poor record over the past year just might be attributed to the fact that either your field people aren't getting out and monitoring these construction projects adequately enough, or you are not being tough enough, even though you do see them.

I have just been holding my breath while watching that construction job all summer and hoping that some of those young kids wouldn't be crushed by this bucket or buried by a cave-in. This company is still operating in the same fashion.

It is just a complete wonder to me why somebody hasn't been seriously hurt or killed.

What do you do, generally speaking? I think that if you looked at situations like that, I am sure that it would result in better statistics in coming years.

Hon. Mr. MacBeth: First of all—not to avoid the question—but this was under construction safety, which we dealt with last night; and we are now dealing with industrial safety. Mr. Cleverdon, who was here last evening, had some of the particulars of the answers that you want and which I can't give you. But we will be glad to get them for you if you want to be specific with your questions.

Mr. Gisborn asked a lot of these questions last evening in regard to Hamilton construction sites, to the point where he called in our inspectors on a particular job.

(Now, I can't tell you, I am sorry that Mr. Cleverdon isn't here, because he had the answers.

Mr. Stokes: I am not going to spend any time on it, but it is Northeastern Construction from Windsor—

Mr. B. Newman: Northeastern?

Mr. Stokes: Northeastern Construction from Windsor, engaged in sewage works for

the Ministry of the Environment in the township of Schreiber.

Hon. Mr. MacBeth: All right. Well, I don't need to tell you what your duties are; you know them. I think this is right that you should report these things to us. We appreciate it and Mr. Johnston will follow it up. Within the abilities of our staff we are trying to get around the province as much as we can.

Mr. Stokes: Let's hope that nothing serious happens until you get your people up there.

Hon. Mr. MacBeth: Thanks very much.

Mr. Chairman: Is vote 2102 carried?

Vote 2102 agreed to.

Mr. Chairman: On vote 2103, programme administration; conciliation and mediation services, Labour Relations Board, labour management arbitration commission—there you have it.

Who is first on this one? There is no one to speak?

Carried?

Mr. Bounsall: No. If I could have just a general question or two first, Mr. Chairman.

Under the Labour Relations Board section of this vote, I understand clearly what sections of the Act they administrate. Where does one get into the other sections of the Act to discuss other sections of the Act which the Labour Relations Board doesn't administrate? Or do they in fact take the whole Act as their administration?

Mr. R. D. Johnston: I guess you would have to be more specific, but the Act, for example, sets out some of the procedures for the conciliation process—

Mr. Bounsall: Yes, I know that.

Mr. R. D. Johnston: —which is administered by the conciliation mediation service. So in that sense, the Act isn't just administered by the board because it places a responsibility on the parties and on other parts of the ministry.

Mr. Bounsall: So we'll try it out as we go, section by section.

Mr. Chairman, I just wondered, it being 10 to 6, would it be more appropriate to break it at this major vote and come back after supper?

Mr. Chairman: What's the general feeling of the committee?

Mr. Allan: Right.

An hon. member: I think that's a good idea.

Hon. Mr. MacBeth: I don't want to let Mr. Reid get too much refreshment over the night so he'll be freshened up.

Mr. R. B. Beckett (Brantford): Unless somebody else pays it he won't.

An hon. member: I don't know of any government bun feeds tonight.

It being 5:50 o'clock, p.m., the committee took recess.

CONTENTS

Wednesday, October 30, 1974

Occupational safety programme, concluded	S-2071
Industrial relations programme	S-2100
Recess	S-2100

S-73



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF LABOUR

Standing Resources Development Committee *57*

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION
Fourth Session of the Twenty-Ninth Legislature

Wednesday, October 30, 1974

Evening Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, OCTOBER 30, 1974

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF LABOUR (continued)

On vote 2103:

Mr. Chairman: We will call the committee to order, and I think it was Mr. Reid—

Mr. T. P. Reid (Rainy River): Mr. Chairman, I don't have much to say on programme administration. I'd like to say a few words on conciliation mediation services. Maybe there is someone who has something to say on item 1.

Mr. E. J. Bounsall (Windsor West): Let Mr. Reid lead off on the conciliation and mediation, if you like.

One very simple question on item 1: Why the decrease there? Any particular reason? Is that a staff cut? The expenditure is up a bit from the actual of 1972-1973, but well below the 1973-1974 estimate.

Hon. J. P. MacBeth (Minister of Labour): My note on that decrease is, "\$32,200: funds for continuing Peter Bernard's service not included."

Mr. Reid: Peter who?

Hon. Mr. MacBeth: Bernard. He was doing a research project on this for us.

Mr. Bounsall: And you discontinued it?

Mr. Reid: On this? His body will be found floating face down!

Hon. Mr. MacBeth: Yes, he was doing a research project for us.

Mr. Reid: Why would that be in that vote rather than under research?

Hon. Mr. MacBeth: These two are run together here. Can you give any explanation on that, Mr. Dickie?

Mr. W. H. Dickie (Assistant Deputy Minister, Industrial Relations): Well, we are talking now about the amount of money that—are we talking about the construction indus-

try review panel? Is that what we're talking about now?

Mr. Bounsall: The programme of Peter Bernard.

Mr. Dickie: Yes. When the panel started we had two projects. We had the short-term project; that of monitoring the collective bargaining situation in the construction industry in 1973. Then we hired Peter Bernard to do this cyclical employment study for us and the supply and demand of manpower in the construction industry. That study has come to a completion and the study will be released in a matter of two or three weeks.

Now, what is the question? I'm sorry.

Mr. Reid: Is that why the budget has dropped, because that will be completed and that money is no longer required?

Mr. Dickie: That has ceased; that is correct. We're down about \$30,000 odd. I didn't get the question properly.

Mr. Bounsall: And any further studies of that sort are being done through the research anyway.

Mr. Dickie: Mr. Kinley and his group will carry that on.

Mr. Reid: Well, we'll carry item 1.

Mr. Chairman: Item 1 carried?

Item 1 agreed to.

Mr. Reid: Mr. Chairman, I'm going to be very brief on this. It's items 3 and 4 that I'm primarily concerned about—and I think you've noticed my objectivity, Mr. Chairman, throughout the years that you and I have been members in the House together but I would like to say that I've had, unfortunately, some intimate, if that's the word, relationships with the conciliation mediation services in the last year personally because of some problems in my riding. I would like to say that I am very impressed with the calibre of people that I have had to deal with in the mediation conciliation services within your ministry in that regard. I think maybe this is the aspect of the ministry that

leads the minister to believe he should be a neutral person, as he puts it, as far as his ministry goes. I am quite willing to accept that because from what I know about the collective bargaining situation, he should be neutral and the people he has in the mediation conciliation services should be.

(Not too long ago in the Legislature some people were expressing the opinion, and I think some from my party, that at some point in the collective bargaining process, the minister should intervene on the advice of his mediator or conciliator and say to one side or another: "Look, you are wrong," or, "You are not going about this right," or, "You should do it this way," or, "You are not bargaining in good faith," or, "You should make a decision based on this because this is what I have been told."

I reject that kind of philosophy completely. I think anyone who has had any experience in labour-management relations and the collective bargaining process would agree that the government's role at this stage of the process has got to be one of complete neutrality.

I tend to look upon the mediator and conciliator as the same animal, particularly as in some cases the conciliator also becomes the mediator. I know it is rare but it sometimes does happen—as soon as the mediator or conciliator says to one or other party, whether he says it directly or says it through the Minister of Labour, "You are not bargaining in good faith," or, "You are wrong on this and you are right on that," I think he loses all effectiveness and destroys the function that he is there for.

I just want to underline that. Perhaps it is unnecessary but I would like to reiterate that position, because I don't think the position of the Minister of Labour or his mediators or conciliators should be one of saying to one party or another, "Look, this is what you are doing and you are wrong and this is the way you should go." Then the thing comes down to the basis that both sides have to be assured of the neutrality of the conciliator and the mediator before they will have anything to do with them at all—let alone allow them to act as a mediator or act as a conciliator between the two. So I want to say to you, Mr. Minister, I attacked—that's perhaps too strong a word—one of your people this afternoon who I thought deserved attacking, but I want to say I consider your conciliation and mediation services and the people you have in your employ in these services highly satisfactory.

Hon. Mr. MacBeth: Thank you, Mr. Reid. I have been very impressed with all of them, except Mr. Dickie!

Mr. Chairman: Mr. Bounsall, then Mr. Germa.

Mr. Bounsall: Thank you, Mr. Chairman. Again, on conciliation and the mediation services, I agree with the remarks made by the labour critic of the Liberal Party. The gentlemen who are in these services do take their job very seriously, are very capable at bringing sides together and with the long experience that some of them have, particularly Mr. Dickie, are very adept at seeing the problems and pointing new ways for a solution to the persons involved, or about to be, in strike situations. There's no doubt about that and they deserve a lot of credit.

There are times, as strikes progress, where I think the involvement of the minister is a very important public act. It draws the attention of the public, and very forcefully, to the two sides involved, and to the fact they are involved in a serious situation, one which the government feels important enough to really do some lengthy negotiations over.

The former Minister of Labour proved that when he finally got involved in the Toronto garbage strike. His mediation services were involved prior to that, but the very fact that the minister intervened when he did was helpful and shortened that strike.

So there are times, Mr. Minister, during which you may be neutral as far as the actual mediation goes, when you get in there. I can't see how you can be otherwise, unless you're pointing out a bad faith bargaining situation—which I urged in the lead-off that you do.

There are times when your intervention is going to be a positive one in terms of bringing in a solution. While there you can be impartial, and should be. But the very fact you have chosen to intervene after a certain length of time has elapsed can only be helpful. It will be seen in public terms, by both sides, as being important to the Province of Ontario. A situation that needs to be taken seriously, is what your intervention means.

So don't hesitate to use intervention, and perhaps use it a little sooner than the previous Minister of Labour—when reports from your mediators are that another party's presence would be helpful.

I covered bad faith bargaining in my lead-off. I think that you should be on the side of labour, representing labour. We're not talk-

ing about the situations where both sides have bargained themselves into a corner. I'm talking about your intervening, in a situation, in which you would be impartial—which has gotten nowhere—talks stalled, talks not taking place, talks occurring for a very short duration, and long periods of time between those short talks where there's bad faith bargaining on both sides you proceed to intervene and point this out and say: "Look, this has got to stop."

There are ways in which this could be effectively done. It would take a bit of thinking about—on how one goes about the mechanism of this. I won't repeat my opening remarks, but I urge you to get yourself involved in pointing out the bad faith bargaining situations, and saying to one side: "Come on, this is not the way labour relations are conducted in the Province of Ontario." Then go in and assist in their starting to bargain seriously and in good faith. At that point you withdraw.

We are talking about your intervening. In a bad faith bargaining situation, it's a completely different sequence in most cases than an intervention in order to help settle a dispute in which bargaining has been going on for some time and agreement has been reached on many points.

I think, Mr. Chairman, at this time I might mention some of the changes which I would hope the minister would incorporate in the Ontario Labour Relations Act when those amendments come forward.

Mr. Reid: That is in the next vote, isn't it?

Mr. Bounsall: Well, only some of them occur in the next vote. The Labour Relations Board I think is really split between these two votes, because some of the Labour Relations Act touches on conciliation and mediation, and some of the Labour Relations Act touches upon matters which are dealt with by the board. I would like to make the remarks, in the main, on this vote. There will be some specific comments I want to make on the board itself when we get to it in the next vote which I won't touch on here.

Mr. Minister, you have an Act which has a very interesting preamble. Very few Acts in the Ontario Legislature have a preamble; the Ontario Labour Relations Act does. The preamble says:

Whereas it was in the public interest of the province to further harmonious relations between employers and employees, by encouraging the practice and procedure

of collective bargaining between employers and trade unions as the freely designated representatives of employees.

And it then goes on: "Whereas . . .," and they get into the Act.

Well this is a pretty straightforward statement of belief that the collective bargaining procedure is the best way, really, that we can devise to promote the harmonious relationship between employers and employees; and various things, therefore, flow from that.

One, I think, would be the right of all to join a union at one's place of work, that all should have a right to join that union, those who work for wages and salaries. Too often in the past we have got into very hair-splitting distinctions that needn't have existed over who has the right to belong to a union and who doesn't.

Certainly the section of the Act dealing with union activity and firing therefor, places all the onus upon the worker. If he has been let go for what he thinks is union activity, that worker must prove he was let go for union activity; whereas the Act should be just the reverse, in which the company is required—

Mr. Reid: I don't want to interrupt my friend, but I had intended to raise many of these points in the next two votes and it seems to me, with all due respect, that we are not talking about mediation-conciliation services. I might be wrong, but I would ask you, Mr. Chairman, to decide whether or not we are on the topic.

Mr. Chairman: Well Mr. Bounsall was saying that what he's bringing to the attention of the committee has to do with both of these votes. How would it be that we would combine these two votes?

Mr. R. Haggerty (Welland South): Why don't you combine the four?

Hon. Mr. MacBeth: I think Mr. Bounsall is making the point that some of the issues he is raising, although they may be included in the Labour Relations Act, have to deal with our conciliation and mediation services. Wasn't that the point you were trying to make, Mr. Bounsall?

Mr. Bounsall: Yes, there are some that fall under both, I think. I mean, conciliation and mediation have to deal with some of the results of what's in the Act itself, do they not? And that was my point, they would be specific points dealing with—

Mr. Reid: That's a little tenuous, we could do all that on the first statement.

Mr. Bounsall: On the operation of the board I would specifically—

Hon. Mr. MacBeth: If it's the operation of the board, I would be pleased if you could leave that end of it out. Actually, Mr. Armstrong is the chairman of the Labour Relations Board. He had a speaking engagement which I, Mr. Chairman, authorized him to attend, he said he would be here by 9 o'clock; so he will be here later. If you can try to restrict it, I agree there may be parts you want to talk about that fall within the conciliation and mediation services section that are included in the Labour Relations Act.

Mr. Bounsall: All right, we'll deal with changes that specifically do not fall, if I can, under the Labour Relations Board section that should be included in changes in the Act. That would fit here.

Various things need to be included in the Ontario Labour Relations Act or changed in the Act which would not be a particular prerogative of the board to decide on, but should be in the Act and should be a right of all those who labour. One is the subcontracting of work normally performed by members of the bargaining unit to people outside that bargaining unit, that subcontracting of work should be forbidden. It's a way in which employers get around their collective bargaining agreement so as not to honour some of the commitments.

The Act should certainly include a forbidding clause for subcontracting of work. The Government Services Ministry of our own government is one of the worst offenders here. You can see it here right around this building. In the building trades section which they administer, they subcontract work to outside contractors when they have their own electrical and carpentry personnel who could certainly do as good a job; and in fact they tell me they often have to clean up the jobs and put right the jobs which are done by outside contractors that come into this building. The galling part, of course, is they're paid two and three times as much for the work. This is one matter which really needs to be taken seriously in the area of labour relations and put into this Act.

Mr. Haggerty: What are you going to do with all the tradesmen who do not have all the fringe benefits as a permanent employee?

I don't know if you are aware of that or not. I mean, if you're talking about the—

Mr. Bounsall: Well you look at not just the wage packets but the sum total of the packet, and the employees in those areas in the Ministry of Government Services do not have anything like the equivalent yearly total as those workers who from time to time work with them side by side in this building.

Mr. Haggerty: What are you going to do with all the tradesmen in other fields in the Province of Ontario then? If you're going to take that stand, you're going to prohibit them from coming into any plant or any industry in the Province of Ontario? Now what are you going to do with all this labour that is going to sit back and do nothing?

Mr. Bounsall: There is still as much work to be done, you know, across this province. This doesn't decrease the sum total of the work you know, work doesn't disappear. Subcontracting is going to be severely curtailed or, hopefully, forbidden. There would have to be some exceptions, of course.

Mr. Haggerty: In many cases it is done on a competitive basis, the contracting you know, and you can often only get the special skilled trade from outside. Well, I know; I am talking from experience.

Mr. Bounsall: There is far too much of it and you can see the abuses right in this building, Mr. Chairman.

Mr. P. D. Lawlor (Lakeshore): Experience is a very dangerous thing.

Mr. Haggerty: No, Pat, I'll tell you the truth, I have locked horns with a union member myself and I have locked horns with other unions over this particular matter and I just can't see it. I know that practically every contract that comes up now in certain industries in Ontario will have that clause in there, that they want to put a stop to outside work coming in or contract work coming in and I can recall—

Mr. Bounsall: And an excellent idea it is, too.

Mr. Haggerty: No, I would have to disagree with you, because these are specialized fields and special men well-qualified to do the work, and you say that—

Mr. Bounsall: My proposal was to forbid the subcontracting of work that could be performed, and normally would be performed,

by members of the bargaining unit from being done by outside people.

Mr. Reid: How do you decide?

Mr. Bounsall: We're not talking about a highly specialized, specific job. If that arises, of course you go outside. We're talking about work that could normally be performed by members of the collective bargaining unit being performed by members of that bargaining unit and not subcontracted to another entity outside of the collective agreement.

Mr. Chairman, again, under the labour relations portion of the Act, which you tout so highly as a good way to achieve amicable relations across this province, through the collective bargaining, I mentioned extensively in my leadoff the effects of compulsory arbitration. I won't repeat all I said in my leadoff, except that through this Act bills governing Crown employees and hospital workers should be absolutely withdrawn and those workers who have been excluded come back in under the full protection of your Labour Relations Act. I think for the moment then, **Mr. Chairman,** I will save the rest of my remarks, which are somewhat more extensive, for the Labour Relations Board section.

Hon. Mr. MacBeth: I would like to say a few words, **Mr. Chairman.** I appreciate what **Mr. Reid** and **Mr. Bounsall** have said in their leadoff addresses on the item of conciliation and mediation services. I am also very mindful of what the New Democratic Party said in the House the other day—that I should be impartial and not neutral.

I like the word impartial a little better than neutral. It is a little further away from the word neutered. I don't know if there is very much difference between the meaning of impartial and neutral, maybe one of you can explain that difference to me. I noted that **Mr. Reid** suggested that I should stay neutral; he has perhaps less respect for my abilities than the NDP have.

Mr. F. Laughren (Nickel Belt): I doubt that.

Mr. Reid: We are talking about this vote.

Hon. Mr. MacBeth: There is a procedure, as we all know, for good faith bargaining.

Mr. Bounsall: But it doesn't work.

Hon. Mr. MacBeth: Well all right; now there may be need for correction in that. Again, that may come under the Labour Relations Board vote. It may be too legalistic—it may be too time consuming—it may be too

costly; but I am rather inclined, subject to being convinced, that the proper procedure for the ministry to adopt in this is the role of impartiality, and I am sure you would like to hear further from **Mr. Dickie** on this. As I see it, if I am to enter the stage at any point and say such and such a party has not been acting in good faith, my information can only come from those who have advised me, namely those in the conciliation and mediation services.

Mr. Reid: And that destroys their function.

Hon. Mr. MacBeth: Well that's my point. If they are running to me saying that such and such a union or such and such a management group are not acting in good faith, surely that is going to destroy some of the confidentiality that these gentlemen—I shouldn't say gentlemen, because we have recently introduced a lady to that service—that the members of this service have built up over the years. I think they enjoy, generally, respect from both sides in the province.

So, **Mr. Dickie,** it's trite for me to say this but he has so much more knowledge in this field than I have and I suggest you put that question to him and maybe get his ideas in regard to it. However I see it as dangerous that I should enter the field and say at any point that people have not been acting in good faith. Because in doing so, I feel that I can be only reflecting the tell-tale reports of my officers in the field, who are trying to bring the parties together on a good faith basis.

Now if either one of them says you haven't been acting in good faith, then there are procedures, and I am ready to agree that there is reason to try to speed up and simplify those procedures of trying to say who is acting in good faith or who is not, without it being so costly, so legalistic and so time consuming.

You suggest that I should get into more of these disputes. I have been involved in two of them to date; one involving Union Gas where I entered the scene during the last week of their bargaining. I asked them to stay at the table until they had reached agreement; they did stay at the table until they had reached agreement. I am not going to suggest that was because of my intervention, it may well be that at that point the parties were ready to get together. I hope that I had some small influence on them, but I am not going to suggest to any of you that my influence was very material in the fact that they stayed at the table until they did get together.

As you know, I have no legislative power to force them together in any way. I think I have to use this right of intervention very sparingly so that I don't destroy its effectiveness when it is thought advisable to use it.

I did intervene in the TTC, without effect. Now you can give me credit for Union Gas or not; you can condemn me for the TTC or not; but I think there are times when it can be used effectively and times when if it is used it can be more harmful than good. It's a very touch-and-go matter, as I see it, when the minister should intervene and when he shouldn't. I think, in times past, he has perhaps intervened more frequently than the present practice is, but my mind is open on it. I am prepared to be guided both by my officials and by the opinions here tonight. I think, Mr. Chairman, that is all I have to say. I would welcome any questions that you might have to put to Mr. Dickie on the matter.

Mr. Reid: Is Mr. Dickie going to make a general statement?

Mr. Dickie: I really don't have much to add to what the minister has so rightfully said—you have to be impartial. It would take years to become acceptable to the parties; and then to get in and make accusations or remind them that they are not bargaining in good faith—well I have a little trouble at times in determining whether it is just bargaining strategy or bad faith; it has given me some difficulties to distinguish between these areas.

Regarding the minister's intervention in these things, I am sure there is a role for the minister to play from time to time. I see it. I am sure, with the minister's prestige of office and so on, this can be extremely helpful in bringing the parties together, knowing that you have gone to the minister and the minister has tried to effect a settlement.

I don't know, Mr. Minister, that I can dwell on this; but if there are other questions I would rather deal with them.

Hon. Mr. MacBeth. I thought some of the members might have some more direct and specific questions to ask you.

Mr. Bounsall: You have until 9 o'clock before Mr. Armstrong of the Labour Relations Board can be with us.

Mr. Reid: Mr. Chairman, I just want to say one thing, just to prove that some of us read your reports. I think what you presented to us in the estimates, as well as the summa-

tion material, is very good. I have a couple of points that I want to make.

Mr. Chairman: Mr. Reid, Mr. Germa is really ahead of you. I will leave it up to Mr. Germa if he wants to wait.

Mr. M. C. Germa (Sudbury): I want to make some general statements before we get into specifics, Mr. Chairman, if it is all right with Mr. Reid.

I wasn't in the House when the New Democratic Party called for the minister to maintain a neutral position—

Mr. Bounsall: Impartial.

Mr. Germa: Impartial or neutral, I get the impression they were not calling for neutrality as such, they were calling for you to absolve yourself of your management bias, which is one of the weaknesses of this government that has persisted throughout these many years.

I go back to the original name of this ministry. As the Minister of Labour you are charged with looking after the welfare of the workers of the Province of Ontario. You are not charged with looking after the welfare of the industrialists or the management side. Your sole responsibility is to labour and that is what your title implies. You cannot accept, or you should not take, the position that you are a neutral person. You are not a neutral person; you have a specific responsibility.

I know the position of this government. It tries to pretend, to put on a façade, to fool the workers that the workers are starting out on an equal basis with management. Nothing is further from the truth because, in the first instance, only one-third of the workers in this province are organized, and the reason two-thirds are not organized is because of the deficiency of the Minister of Labour present and the Ministers of Labour past, and that has to rest on your shoulders quite heavily.

There is precedent for this, and I remind you of the Minister of Agriculture in the federal House.

Mr. R. F. Ruston (Essex-Kent): He is the Minister "for" Agriculture!

Mr. Germa: I hate to praise this man, because I don't believe in what he is doing, but at least he has accepted his responsibility, he stated his position quite clearly and bluntly and we know what he is about. He said his responsibility is to look after the welfare of the farmers in Canada, because he is the Minister of Agriculture, and he really knows his obligations and his responsibilities.

Unfortunately, this minister and the past ministers have not recognized this responsibility. When two-thirds of the workers in this province have to rely on the minimum wage, how can you say you have to accept a position of neutrality? All throughout the labour legislation is evidence of the bias this government has had toward labour.

I would like to ask a specific question regarding the TTC strike and your intervention there. There was clear evidence there of bad faith bargaining by management, by the TTC commissioners. When 142 unresolved items come to the bargaining table and are still there at strike time, it is evident to me that management was not bargaining in good faith. Yet the minister didn't see fit to lower the boom.

He came out, sure. He solved the dispute. He came out on the side of management and forced people back to work. Why don't you bring in some legislation which maybe will force management to comply with something that is reasonable and humane? How often has this government come in with back-to-work and compulsory legislation?

So don't give me any more of your neutrality bit. You are not getting paid to be neutral. You are getting paid to look after the workers of this province and you have abrogated your responsibilities utterly and absolutely, and have continued to do so for a long period of time.

Mr. Laughren: Right on!

Mr. Germa: As far as not having any power, all you have to do is bring in legislation and give yourself some power. You can't plead and hide behind a ghost like that. You are the man who can give yourself the power—you and your cabinet and your government. I just can't accept that you haven't got power. You can create power any way you want. The House is sitting right now. You could give yourself the power.

As to mediation services; I don't know if the minister is familiar with what transpires when a group of workers have been in negotiations for a long period of time and how difficult it is for the union officers to maintain a high pitch of interest and a high pitch of solidarity among 10,000 or 15,000 workers. The union I belong to is the biggest in Canada—18,000 workers belonged at one time.

How do you keep control of 18,000 people when we have to sit around for months on end with bad faith bargaining, and when the time comes when we apply for mediation

services we have to go through this long procedural time period whereby we can get the proper services before we can come to a position of strike? I would like to ask the minister if that is neutrality?

You are not dealing with dollar bills here. Certainly the corporate boys can keep their dollar bills at bay; they don't have to answer to their shareholders. But how do our union officers answer to the 18,000 people who are being unnerved by these protracted negotiations? Yet you can allow 14 days to elapse before you make a no-board report and you can let five days elapse before you appoint a mediation officer. What is the purpose of all these delays before we can get mediation and conciliation services—

Mr. Reid: It's called the cooling-down period.

Mr. Germa: —if not to frustrate the workers and to wear down their resolve? This is what the whole bloody process is about—just grind them into the ground so you can break their spirit. Why do you have this long waiting period before mediation services are supplied?

I should say I am satisfied that once we do get mediation officers in I think they do a job. But it is not the mediation officers' fault that by the time they come to the negotiations the workers are so frustrated and fed up at being kept in this high state of concern for so many months that very often we cannot wait for mediation services to be completed. I have been in exactly that situation several times in my life. What is the purpose of this long delay in supplying mediation?

Hon. Mr. MacBeth: I would be glad to reply, Mr. Chairman. I must say that it is very easy to see that if Mr. Germa were appointed Minister of Labour there would be no question where he stood on these matters, and that he thinks I should adopt as an attitude the stance that my sole responsibility is to labour alone.

Mr. Germa: You should change your title then.

Hon. Mr. MacBeth: I can only raise the same questions that I have raised in the House before. Do you not expect a collective responsibility of the government of this province? Do you expect to see what I say is confusion and chaos in the present federal government in Ottawa where you have Mrs. Plumtre, who answers to Consumer and Corporate Affairs, in an open feud with the Min-

ister of Agriculture; or you see the Minister of Labour suggesting different things from those of Consumer and Corporate Affairs or different things from those of the Ministry of Industry, Trade and Commerce?

I don't see a government in this province working in that way. When the Minister of Labour speaks in this province, I hope he can continue to speak for the government of the Province of Ontario. And if we have a difference of position, then it is up to us to resolve those differences of opinion in the cabinet. My own opinion of the Ottawa scene at the present time, where you have open conflicts between ministers, is not the position that a democratic government should take.

Mr. Reid: Mr. Davis called that just an imaginative position when we talked about his government and Mr. Benoit the other day—that it was imaginative and individualism. Now tonight we hear that it is a bad situation.

Hon. Mr. MacBeth: You have certainly got it in Ottawa.

Mr. Reid: It depends on where you are sitting.

Mr. Ruston: You have got to have openness in government.

Mr. Reid: That's right.

Hon. Mr. MacBeth: They should get complete marks for it. They are certainly all individuals. But that is not the way we are operating here.

Mr. Reid: That is why we are Liberals. We are all individuals.

Hon. Mr. MacBeth: I hope, as I say, when the Minister of Labour speaks in this province that he is speaking for the government, and not just for a faction in that government. At least you know where we stand.

Mr. Laughren: Not quite.

Hon. Mr. MacBeth: Now, of the legislation that I have brought in—or am about to bring in, I don't think any of it is legislation that doesn't affect all parties, as well as all citizens of the province—and this applies to legislation brought in by my predecessor.

In other words, if you are talking about employment standards, if you are talking about minimum wages, if you are talking about the Labour Relations Act or the constitution of the Labour Relations Board, it affects both sides of the bargaining table, both labour and management.

To suggest that the legislation that I present to the House reflects only the position of labour, or should reflect only the position of labour, is something that I am not prepared to adopt. I would rather say it doesn't reflect either labour or management, but rather what is best for the interests of the entire population of the province.

Now as I say, Mr. Chairman, if you were in my shoes there is no question where you would stand, and that is—

Mr. Lawlor: Just a matter of time.

Hon. Mr. MacBeth: —your right to take that position. But I am saying traditionally that is not the minister's role in this province, nor do I think it should be. I may take the position of labour before cabinet and try to speak for it as clearly and as strongly as I can, but when I come out of that cabinet meeting it is with the collective decision of the government—and that is where the government stands.

Mr. Lawlor: You are only pro-labour in secret.

Hon. Mr. MacBeth: Well, I think, really, I should be for all the people of Ontario when I come out of that cabinet.

Mr. Germa: That is not your title, Mr. Minister; the minister of all the people of Ontario.

Hon. Mr. MacBeth: I know, but the Minister of Agriculture and Food (Mr. Stewart), goes into cabinet and he presents the interests of the agriculture industry.

Mr. Germa: Well, I think he does a better job. The Minister of Agriculture and Food for Ontario does a better job on behalf of his people than the Minister of Labour is doing on behalf of the working people of Ontario; that is my impression.

Hon. Mr. MacBeth: You are not going to get any argument from me on that, Mr. Germa, because—

Mr. Lawlor: We think John Clement—

Mr. Germa: I am trying to encourage you, Mr. Minister, to adopt a stance such as two Agriculture Ministers have taken.

Hon. Mr. MacBeth: I am listening to what you say, but I am trying to give you some of the theory behind this as far as I am concerned. I think I have to speak collectively for all of the people, at the same time having to put forward the interests of both parties when it comes to trying to decide what legis-

lation should be brought in. Any legislation that I bring in affects both parties. I can't think of anything that affects labour only; unless, perhaps, it's the matters of safety. And in that case, the only affect on management might be the cost; and that is not one of my greatest concerns when it comes to safety.

Now you say TTC was an example of bargaining in bad faith. I can remind you of the speech in the Legislature that the member for York-Forest Hill (Mr. Givens) gave on that occasion. I don't think he indicated in his opinion that the bad faith was all on the part of management. Bad faith is always a question of opinion.

The question I raised at the time was whether somebody was just plain stubborn. Is that a matter of bad faith? You referred to 142 items still in dispute at the time we went into that. I don't know whether that indicates bad faith on either side, or what side it might indicate bad faith on.

You are suggesting that somebody should have given in to get those down to maybe five or six items. Now I don't know what side should have given in. But I want to be careful and keep my remarks on that rather limited and impartial. As you know, that matter is presently before Mr. Goldenberg and I don't want to say anything at this point that might suggest I believe either side was acting in bad faith. As I said in the House, I thought both sides were acting in what they considered were the best interests of the people they were serving.

I don't know if I have dealt with all of the questions you raised, Mr. Germa. You raised many of them in short order. But, in a general way, I think I have replied to the philosophy of them. If there are any more specific items, perhaps you can raise them again.

Mr. Germa: Could I just comment on the minister's rebuttal, Mr. Chairman? The minister tells us that he goes into the cabinet, in secret, and takes the position of labour. If he would make a public statement, then go into cabinet and come back out and say: "Well, the cabinet has rejected it," then it would be more acceptable to me. But it appears to me there is more collusion here with industry and management than I had suspected; the whole cabinet is in collusion against the working class of Ontario.

Hon. Mr. MacBeth: Well I certainly disagree with that, but you are entitled to your own opinion, sir.

Mr. Laughren: It is like the strike-breaking

issue, though. Surely that doesn't affect all the people of Ontario; it affects the working people in Ontario. Well I am sure you don't want to deal with it.

Mr. Chairman: Mr. Reid.

Mr. Reid: Mr. Chairman, I start from the premise—and we have gone through this fairly thoroughly—that I am not happy with the stance of the present Minister of Labour or his predecessors in regard to the labouring people in this province. I think he should be much more concerned about the rights of labour in regard to the Labour Relations Act, in regard to certification and so on, as I think I indicated in my opening remarks. I am not convinced, and I don't believe the Minister of Labour is quite as forceful as I would like to see him.

On the other hand, I can't agree with my friends to the left, the NDP member who has just spoken and others, particularly when it comes to conciliation and mediation. Anybody who has had any practical experience realizes the delicate tightrope that a mediation officer has to negotiate in trying to effect a settlement between two parties who have gone through all the negotiations and after the cooling off periods, with which some of my friends to the left apparently don't agree, still they go on strike.

No one really emerges from the strike as the winner. I think everybody is convinced of that. The company loses its product and its profits. The workers suffer from lack of wages. It causes great calamity within the home. I spoke to a man on the weekend who was involved in a four-month strike, which he considers a factor in the break up of his marriage. So nobody wins.

But I still cannot agree that in those situations the Minister of Labour should say to one party or another, "You're bargaining in bad faith," because, as far as I am concerned, that ruins his position completely.

I must say, Mr. Chairman—I have felt this for some time, and I may be as guilty as the rest—that the way these matters are brought before the Ontario Legislature, and the publicity they are given as a result of that, leads to a breakdown in the collective bargaining process. I must say to my friends to the left, the NDP, that I think they are one of the largest contributors to the breakdown of collective bargaining in Ontario—

Mr. Germa: I thought you were Liberal.

Mr. Reid: —because of the way they are backed into a corner of supporting labour

no matter whether labour is right, wrong or otherwise. They are tied so far into them they have no choice; it doesn't matter what the situation is.

Mr. Laughren: We don't want a choice, we support labour. You had better do some—

Mr. Reid: Well, I don't have to make any apologies—

Mr. Bounsall: You should.

Mr. Reid: I don't have to make any apologies, because I believe the only lasting agreements in the collective bargaining process are those between management and union that are based on some kind of mutual agreement and not something that is imposed by government. I think that all that does is momentarily cool off the situation and the causes—not the symptoms, the causes—of that strike in the first place are still there and they're going to surface and erupt again. I don't think, as I see it, that it helps to have one party or another say every time management doesn't agree with what the union asks for, that's bad faith, and vice versa. I think the government position is always that if the union doesn't agree with management then management is right. That's why I think we should have a Liberal government, Mr. Chairman, in the Province of Ontario.

Mr. Ruston: Right on.

Interjections by hon. members.

Mr. Reid: I knew that would get universal support.

Interjections by hon. members.

Mr. Reid: I state that position, Mr. Chairman, and I believe it. I believe that a large majority of the people in labour in this province obviously also agree with it; they want what is fair and just and they don't always believe that their unions are right. I'm sure that a lot of people who work for management don't believe that management is right. The solution is somewhere between.

If the Minister of Labour, and there is only one place where he can get his information and that's from the conciliation or mediation officer, goes to the company or the union—either one, I don't care which—and says: "Look, you're not bargaining in good faith;" then that completely destroys the position of that conciliation and mediation officer. There's no doubt about that. Even my friend from Lakeshore wouldn't disagree with the logic of that.

Mr. Lawlor: As a matter of fact, I don't.

Mr. Reid: The member does. I find that hard to take concerning that. Although his logic is somewhat convoluted, my friend usually comes up with a logical position.

So I can accept the position as painted by the member for Sudbury. I also want to say, Mr. Chairman, I have read, I think rather carefully, the reports emanating from the Ministry of Labour. It's an interesting thing that on page 32 of your explanatory materials and summary it states in about the third paragraph:

It is quite fallacious to suggest that a mediator "settles" a dispute or that the government "settles" a dispute. Only the parties themselves can settle a dispute.

I think that's quite true. In the next paragraph, it says:

The branch handles a volume of about 2,790 disputes in conciliation in a year. Of these, 839 were settled by conciliation officers.

Hon. Mr. MacBeth: Touché there.

Mr. R. D. Johnston (Deputy Minister): You might send that in to the New Yorker.

Mr. Reid: Is it Reader's Digest or some one that pays \$100 or so for that.

I have some remarks to make on the Labour Relations Act and all that. I thought I would save them for the appropriate vote, but I do want to reiterate, Mr. Chairman, that the Liberal Party does not agree in those matters that are under the good offices of the conciliation officer or a mediation officer that you should point to one or other of the parties and say: "You're bargaining in bad faith." Perhaps sometimes they feel that way but it would ruin the system. That's why I suggested in my opening remarks, Mr. Chairman, that the minister look upon things as—and I hate to use this example—a sort of a Henry Kissinger, if you like, who will go around after these things are settled and say to one or the other parties, and I don't feel this is self-contradictory: We're not sure that your labour relations or your attitudes toward the collective bargaining process are just what they should be, and we think you should do this, that or the other thing to improve your labour relations, whether it is the union or the company.

I think there should be some kind of follow-up. I think we all realize that there have been built-in safety valves all along the process and when a strike does, in fact, take place, then it is really an admittance of

failure on the part of both the union and the management that has led to that strike. I think there should be some other mechanism there somewhere. Maybe a trouble-shooter, for want of a better word, might be that mechanism. There should be some other kind of aspect brought in there to hopefully ameliorate the situation next time around.

Mr. Chairman: Does item 2 carry?

Mr. Bounsall: No. I have two other questions, Mr. Chairman. According to your reports, 43 per cent of the collective agreements in existence expire in 1974. This has been a heavy year for collective agreement signings and involvement with conciliation and mediation. How many do we see upcoming for 1975? Do you have the number, or a rough percentage? What are we facing?

Mr. Dickie: Next year is going to be a very big year. We will have practically every contract up, with the exception of the auto industry and a few others. We have steel, we have pulp and paper, we have all of the municipalities, we have the hospitals.

You name it, we have it next year. We have very important construction industry agreements that terminate on April 30 next year. All the major contracts will be up next year. In terms of numbers, I think that would be about 3,500.

Mr. J. R. Kinley (Director, Research Branch): Thirty-five hundred to 4,000, I would say.

Mr. Dickie: Yes. Those are agreements expiring. We would get, in what we might call a normal year, by rule of thumb roughly 60 per cent of the expiring agreements. We are getting a bigger proportion this year because of the cost of living and the escalation and so on. We are getting a lot more disputes coming in for conciliation between parties we haven't seen in years.

This is just a different year. I have been saying this to everybody. The whole situation has changed. The volume of disputes is greater. Despite the fact there is quite a bit of money around, it has been a little more difficult to get.

Mr. Bounsall: What preparation is being made for this? This has been a fairly heavy year in terms of contracts which come up, and next year is going to be even heavier. You have already seen in this year, as you say, an increase in problems over those contracts, and presumably that would continue with a greater number of them coming up.

Is there any expansion planned in your conciliation and mediation services? How do you hope to handle the volume of work which you can see coming?

Mr. Dickie: We are adding some staff to the mediation group and we might have to look at using a number of ad hoc conciliators.

Mr. Reid: Where would you get them?

Mr. Dickie: We know of quite a number that could be made available in an emergency; people who may have retired and are—

Mr. Reid: Lawyers?

Mr. Dickie: Not necessarily lawyers.

Mr. Reid: I hope not.

Mr. Dickie: We have a number of people in the labour movement that we could call upon. We have people—and you know him well—of the calibre of Harry Simon, that type of person, who would be of great help to us.

Mr. Reid: You have only seven mediators and 10 conciliators, and with this heavy load that is coming up, I agree with my colleague from Windsor, I doubt that you are going to have enough people to handle this.

Mr. Dickie: We have 24-hour days, seven days a week and we have them on shifts. We have been looking at this to see if we can cope, and I think this is the way we can cope with it. We have not added a great deal of staff in the last 10 years. We've remained fairly constant. We've been able to do more work, we've been able to be more efficient. We may have some difficulties next year, but we think with the complement of an added six bodies to the mediation staff that we'll be able to cope.

You must remember that while this is a particularly bad year and the volume of business has been greater than we thought it would be, there is a degree of sophistication between the parties in bargaining, so that in a great many situations on which we used to have to spend a lot of time with them a few years ago, they are now doing what we like to see them do—get the agreements on their own and with very little assistance from us. I think that is really the best way to do it, so I think we'll be able to cope.

Any request we have ever made for an addition to our staff has been granted quick-

ly. We have had people in the wings we thought we could call upon, and we will do more of that in our planning for next year. I don't think that's a very good answer to what you asked, because people will think if we're going to do about half as much business again, we should get 20 or 30 more people. I think we can cope.

Mr. Bounsall: There was a fair amount of advance preparation by the ministry and your branch related to the construction negotiations of a couple of years ago. Is that taking place for this coming year in that area or in any other areas?

Mr. Dickie: I'm glad you asked that question. The construction industry review panel started in late fall of 1972 and we had two objectives at that time. One was to monitor the upcoming negotiations in 1973. I think the panel was constituted with business agents, an international rep and four or five general contractors. I think they did an excellent job. They did a good monitoring job; they were very influential.

The panel's activities are expanding. We think we're getting into discussion on Nov. 7 as to just what can be done in the monitoring way in the construction industry. It is a little more difficult to do that in the private sector in non-construction agreements. If there are many individual agreements—the construction industry has about 13 trades—you can do a more effective job in monitoring, and talking to their various associations, the Provincial Trades Council and so on. When you get into the others, it becomes a little more difficult to do that.

We keep talking about it but we're not quite sure how to do it. A lot of people tell us we should monitor these things in advance so we would be aware of the difficulties we may encounter. We have an awareness, but we're great believers that parties themselves have to work out these difficulties and that we should assist where we can.

I call to your attention the sophistication of bargaining in this province. It may be at a higher level because of more experience over the years than possibly any other province in the country. That's a great credit to the parties themselves—not to us, but to the parties themselves and the way they conduct bargaining. Part of that is due to the fact we have most of the pattern-making industries and unions which set the patterns throughout this country. They in turn help in directions to the other companies and to the other unions.

Mr. Bounsall: Do you get many of the sides, either management or labour, tipping you off in advance that: "This is going to be tough in our area this year because," or do you just gather that information through your own awareness and press statements they make?

Mr. Dickie: Being involved with some of these major situations over a period of years you can't help but—for example, if you are talking in steel you would be talking to the key people there rather generally on what the problems are going to be and nothing to do with actual mediation.

Yes, we do have some knowledge of the difficulties; but there are always difficulties, and the parties get with it and work through those difficult situations.

Yes, we do have quite a bit of prior knowledge about what's going to happen in a general way; but not on particular issues, because local committees and their own negotiating committees have maybe different ideas than the people to whom they are talking in a broad way about the problems.

Mr. Bounsall: In this year, in which the cost of living has increased so rapidly, have you had many contracts reopened to sort out the wage and cost of living situation, or have you observed many requests for this?

Mr. Dickie: We have not had a great many requests, fortunately for us; but the union has made requests, or the companies and unions have talked about it in some instances. There have been a great many of those reopen and that's why I say they are pretty sophisticated to do that. But as far as our being asked to participate in reopening; we usually just hear about it, people talk to us about it.

You can't be in this business and not really know quite a bit about what is going on. We suggest to them if they come to us they should sit down with their companies, because we have some knowledge of the companies and the unions involved. It has been surprising, just the recognition that something should be done and be done in a voluntary way gives me a great deal of satisfaction to see it come about that way.

Mr. Bounsall: Apart from the trends that you have mentioned in contracts reopening now and more activity in the area in general—companies and unions that have had no problems in the past now getting to the conciliation and mediation stage and so on—are there any other trends that are evident in mediation, either trends or new occurrences?

Mr. Dickie: I keep saying that the style of bargaining has changed this year, rather dramatically in my opinion. The union would know, for example, with a company with which they had a good relationship and where the monetary settlements have been reasonably good in the past, they would have an awareness that the company is doing quite well profit-wise, and they do know that at the end they are going to get a good monetary settlement. They are going to have to iron out quite a few things and it might be a bit more difficult with the hard bargaining; and it should be that way, as they are directing more of their attention to the non-monetary or the administrative items that somehow in the past might have got swept under the table. There is a monetary package put on the table, along with something that impinges on management's rights and that type of thing; you find that the direction has changed a little bit into the question of administrative items. It is quite a remarkable change.

The other change that—

Mr. Reid: Mr. Dickie, could I interrupt you and ask you at this stage, do you find that a lot of those matters are settled before the actual bargaining begins?

Mr. Dickie: I would think this year that there are not as many settled before the actual bargaining begins because traditionally you wouldn't bargain that way. You're talking of when they sit down and exchange their first proposals?

Mr. Reid: On a month-to-month basis or something, long before the standard three months before?

Mr. Dickie: Not as many as you would think do that because of the way we bargain. The fact is that many people have tried to go into earlier bargaining—it would seem sensible to go in six months in advance of the terminal date of a contract. We have experimented with this ourselves in encouraging companies and unions to do this, and had a mediator. I have been in it several times myself, in some of the big situations. It is just amazing that you just cannot get decisions made. You have great conversation, but decisions are not really taken until they have a look at the money package, and what might arrive there. Because they don't want to give anything. They are still bargaining.

Mr. Reid: You still feel that money is the major aspect.

Mr. Dickie: Oh, it is the major item. I am just saying the other items this year are becoming almost equally as important. We have had strikes on administrative items when the money was there.

Mr. Bounsall: By those items, do you mean the overtime?

Mr. Dickie: No, I am talking about administrative items in the sense of the question of seniority, the question of transfers, administering the agreement, the movement of employees within the plant and so on. These are the kinds of things that are being addressed, and with the unions, quite properly so in many cases, wanting to have a determination of these before they really move into money. It is just wonderful to watch the bargaining tactics that are employed and how usefully both parties use them.

Mr. Bounsall: Where do safety and noise fall in the scale of importance in recent negotiations?

Mr. Dickie: Well I haven't dealt in safety myself.

Mr. Bounsall: They are usually not an item.

Mr. Dickie: Oh yes, they have been an item in the earlier bargaining between the parties themselves, but it is not too frequently that we find that they are an item when they come into conciliation. Therefore we don't really have too much to do with that.

Hon. Mr. MacBeth: You asked about safety. Did you cover noise? Has that ever been a problem?

Mr. Haggerty: I mentioned it yesterday.

Hon. Mr. MacBeth: I meant in bargaining.

Mr. Haggerty: Yes, I mentioned it yesterday.

Mr. Dickie: I haven't been involved in working out safety arrangements in the collective agreement. Many of the agreements don't carry any safety provisions as such because they have a relationship that is worked out through their safety committees. They don't find it necessary in a great many major situations to have it in the collective agreement. In a lot of the smaller ones maybe they should have it.

Mr. Chairman: Mr. Lawlor.

Mr. Lawlor: Just a word. I wish Mr. Reid was here.

Mr. Haggerty: Do you think he is going to miss much?

Mr. Lawlor: Yes. I sometimes think that Pattie Reid is slightly wet even as the member for Rainy River.

I want to mete a vile canard just for a moment. It is not true that the New Democratic Party invariably and in all instances says that labour is right. I think what we do say is that in our society, as presently constituted, the ultimate power—and it is still quite overwhelming in North America, not true in Great Britain, and they have their own problems because of that—the overall power resides in management and in the corporation.

The corporation is the chief instrument in our society. It is the most dominating, the most powerful; every smaller subsidiary unit from the churches on, all try to model themselves—and it is possibly one of the faults of the churches—upon the stratification and the way in which corporations operate. They have been a new thing in the world; they have operated really only since about 1910 in the way in which they presently have grown.

So we feel that basically labour is in a subordinate position and I think this summer in the Firestone-Goodyear strikes which affected my riding so detrimentally, the last wallop was with the rubber company. I am not claiming that the union was wholly justified in all circumstances, as the Minister of Labour well knows. There are perhaps some questionable aspects of the negotiations and the proceedings on the side of labour. But overwhelmingly, what do the rubber companies lose in this particular regard? It is very little monetarily from the capital side of the fence. They were able to bring in their tires from the United States and they kept their operations at Akron and other places fully occupied. They could slough off, and they are almost in the position of saying, "We couldn't care whether the strike in this particular negligible entity called Ontario and Canada ever ended, for that matter." And so the thing went on. That pretty well typifies the situation. In saying that, I go on to the next point.

I mean you can take a short-term neutrality with respect to a particular issue, but it is only a false neutrality with respect to the overall issue. Your position can't be one of overall total neutrality. If you judge each one on its merits, fine. But we have no doubt in this party that you're over-balanced severely with respect to your legislation and your approach to the problems by a penchant for management—maintenance of its

rights; its support. And that labour takes from this government, and at this time in history, a subordinate position which is deleterious to its basic operations, to the growth of the labour movement of the country and in this province particularly. It is truncated. It has formidable difficulties, numerous and unnecessary obstacles placed in its path.

What we say is that the Minister of Labour is cognizant of these things and cannot make a pretence of neutrality. On the whole he must be aware of the weaker party in most situations. We have had instance after instance in which cloying, obtuse bad faith had been evinced, strike after strike, during some of which I have stood in the picket lines in the environs of Toronto and within the city itself.

There can be little doubt in any rational mind that the corporations involved in these strikes are recalcitrant, obtuse and disregard your labour laws, even as they stand, dig in their heels and don't move an inch. In those contexts and those situations, two things should arise. As far as the mediator is concerned, I think he should make no bones about it if he has got a dogmatic, recalcitrant management to deal with. He should put it to their teeth. How is he going to resolve the issue otherwise? All the diplomacy in the world, all the Henry Kissingers don't make the Turks love the Greeks. Let me tell you that neither one of them love Henry tonight—particularly the Greeks.

So in certain circumstances, that becomes a necessity. And the milk in the water mentality of sliding back and forth does nothing worthwhile. It only prolongs the strike and only further causes misery. These are usually low-paid workers in the ranks of the workers of those particular plants. I think you know the numbers we have had here in the past three or four years during my time in the House. In that situation, they should have no compunction about telling them where they stand.

In the second place, if there is no move, no recognition of their responsibility in this particular regard, I think he should go up and tell his Minister of Labour and let him know. I think these beggars are on either side of the fence, but I am saying to you, in my opinion, overwhelmingly in certain areas. Listen to some of the speeches in the Chamber of Commerce.

Now, that has been modified and that is changing. The mode of confrontation and civil war that exists in this particular area is gradually, via a creeping sense of social solidarity and the necessity of getting along

with one another, changing into one of mutuality and a certain sense that we do have to co-operate.

You have to enforce that. You have to listen. And for the bulk of management, this is true. I am only talking about the tail ends and ragtag and bobtail elements. Some come from Europe; some come from Holland. Curiously enough, not too many are endemically bred, but they are here.

If this is the case, then why is the Minister of Labour cultivating impartiality? Why should you be impartial in the face of an unjust situation? You move in. You tell them bluntly. You tell them publicly, if necessary. You bring them to heel. You tell them to subscribe. Our clauses are clear within the law with respect to these types of grievances and bad faith bargaining. They are not as good as the NLRB regulations; not as broad, not as socially conscious—too legalistic, as you put it. And you may broaden them. But there are numerous contexts, and when we raise them in the House, we would like you to have fortitude and not the mere false impartiality — and that's what we think it comes to — of breathing neither hot nor cold if a difficulty arises. The Minister of Labour of this province traditionally hasn't demonstrated that fortitude. He sits on cloud nine and smiles.

But, by and large, if you want to bring some punch to your ministry and leave some kind of a name behind, this would be the area in which you would move — simply to bring them in accord, not with what you think the text of your law happens to be, but with what the spirit of that law is supposed to be in the province. When you start doing that, then you will get a good deal more credence from us.

Hon. Mr. MacBeth: Thank you, Mr. Chairman. I would like to ask the member one or two questions if I can put it in reverse. First of all, I might comment that so far in this ministry I haven't had much opportunity to enjoy the felicities of cloud nine, but I may yet have some occasion to experience those joys.

In connection with deciding who is unfair, I think it brings us around to the next vote, which deals with the Labour Relations Board.

Mr. Lawlor: John, you are a cloud nine sitter from 'way back. Come off it.

Hon. Mr. MacBeth: Well, I haven't enjoyed the so-called joys of cloud nine.

Mr. Lawlor: Maybe you don't enjoy it. Maybe there is some kind of a thumb-tack in the cloud.

Hon. Mr. MacBeth: But who, Mr. Lawlor, if I may ask, is to decide this problem of unfairness? You really don't think the minister should decide who is being unfair, do you?

Mr. Lawlor: I think there are circumstances in which you definitely should. It is as clear as crystal.

Hon. Mr. MacBeth: On what evidence?

Mr. Lawlor: The absolute refusal to negotiate. Or where they offer some terms which in the context are simply unacceptable. It happens in courtrooms every day of the week, as you know, and judges don't hesitate to say, "Come on, boy."

Hon. Mr. MacBeth: But the judge has the advantage of hearing the evidence and seeing the parties before him.

Mr. Lawlor: He is supposed to be as neutral as you are, and perhaps more. He doesn't hesitate.

Hon. Mr. MacBeth: No, but he has the parties before him. He observes their demeanour. He hears them answer the questions. He sees their attitude. On whose evidence am I to decide that somebody is not bargaining in good faith?

Mr. Lawlor: You have your skilled men in the field who observe demeanour.

Hon. Mr. MacBeth: All right. Do you think that my mediators and conciliators should be reporting back to me that company A or labour union A is bargaining in bad faith?

Mr. Lawlor: Yes, I do. If they really believe it, I do.

Hon. Mr. MacBeth: Well, I can't buy that philosophy. I think that is one of the reasons for having the Labour Relations Board; the machinery is there for a fair hearing. This brings us to the other problems that we may want to discuss, the operations of the board and its procedures, but I think the proper place for those decisions is with the board. However, I have noted what you say and I appreciate the thoughts.

Mr. Lawlor: The load before the board is overwhelming. You're going to have three boards.

Mr. Chairman: Shall item 2 carry?

Mr. Haggerty: No. Mr. Chairman, I want to raise one matter. It is on page 32, the sixth paragraph of the minister's explanatory material. It reads:

In some cases when the formal procedures were exhausted and strike action was either imminent or had taken place, the branch either by invitation from one or both the parties, or under the direction of the minister in the public interest, entered the case.

Another paragraph deals with the situation where a strike vote is requested; it says:

The Ministry of Labour will take care of the strike vote that has been requested in a particular plant or industry.

I just wonder if the Labour Relations Act should be amended to state that in all labour disputes, if there is a strike vote, it should be handled by your ministry; that is a vote to go back to work or to go out on strike.

I can cite one particular instance in the railroad strike, which was essentially a federal matter. At a union meeting, the men were put in a very difficult position when the president said, "Those who are in favour of the strike line up against this wall, and those who are opposed line up against that wall." That's the type of strike vote that was taken in that particular instance.

At other times I have seen strike votes that involved only the calling of the yeas and nays; and since some can shout louder than others, whoever is taking the balloting will say, "Carried." I think that is wrong. I think it should be handled by the Ministry of Labour here; when a strike vote is called it should be handled through your ministry.

Hon. Mr. MacBeth: Is that prior to them going on strike that you're advocating?

Mr. Haggerty: Prior to that.

Hon. Mr. MacBeth: The authority for going on strike, no matter at what stage that's sought, you're suggesting should be done by a secret ballot?

Mr. Haggerty: That's right. I know some cases where they go into a union meeting and there may be only half a dozen there representing some 1,500 employees. Their direction is given there. It's up to the negotiating committee to give them the strike power. I think that this just doesn't go across too well. I know not too many union members are that happy about it. When there is strike action called—

Hon. Mr. MacBeth: If they're authorizing a strike it should be conducted by secret ballot? Would you be content to have the unions take that ballot, or do you think the ministry should take it?

Mr. Haggerty: I think the ministry should take it; its staff. You've indicated here in your report this year that some have requested that the ministry take that strike vote.

Hon. Mr. MacBeth: Would you not be emasculating the unions somewhat by doing so?

Mr. Haggerty: No, I don't think so.

Hon. Mr. MacBeth: You don't think so? I think they sometimes take it as a tactic to strengthen their hand in bargaining.

Mr. Haggerty: When the resolution is moved on the floor, I suppose, and it is indicated that the membership wants it, then I think the balloting should be handled by the ministry. Or a secret ballot; it doesn't have to be done by the ministry, but by the union itself. They can appoint their own committees to count the ballots. But I think it should be a secret ballot.

Hon. Mr. MacBeth: I gather there's quite a variety of manners in which ballots of that nature are taken, some of them along the lines that we, as politicians, recognize and some not.

Mr. Haggerty: I mean, in cases in the Legislature, sometimes the opposition can holler as loudly as we want that we feel that we've won the vote, but in a sense we haven't.

Mr. Chairman: Item 2 carried? Item 2 agreed to. Item 3, labour relations. Mr. Bounsall.

Mr. Bounsall: On labour relations, there are items to suggest on legislation, which I was trying to make under conciliation and mediation services. It was pointed out that I should at least wait until the Labour Relations Board arose and Mr. Armstrong was back.

First of all, the sections dealing with certification. I'm sure the ministry has some feelings on this matter and perhaps has already decided what it wants to bring forward in its amendments to the Labour Relations Act. But it doesn't make sense in this day and age to have 65 per cent required for automatic certification. This requires, in essence, 75 or 80 per cent of the workers

to be signed up, if one is going for automatic certification, in order that when the dust all settles that 65 per cent is attained.

The minister expressed himself in reply to my opening remarks the other night, when I mentioned this, that he felt, in fact, that 50 per cent wasn't an inappropriate figure for this change to be made in the Act. I would certainly support this, that 50 per cent is the reasonable level at which automatic certification should take place—or 50 per cent plus one would be sufficient. In that way you will get more certifications taking place across the province, and carry out the spirit of the preamble to the Ontario Labour Relations Act, which encourages collective bargaining as a means of promoting harmonious relations between the employer and the employee.

There are various other things that I would like to see in the Act, and we will be interested to hear the comments of the minister and the chairman of the Ontario Labour Relations Board on them. One is the re-opening of contracts for items not foreseen. Primarily, I think the major concern here is one of automation, and because that is such a major concern it perhaps should be written into the Ontario Labour Relations Act that where an automation item is introduced in the lifetime of the contract, or where any sort of major procedural change is going to occur that displaces or changes the role of workers, the contract be automatically reopened over those particular points.

I think that would be very helpful to have right in the Labour Relations Act that those items which were not foreseen, or at the time of the introduction of those items—because it can be very theoretical to talk about coming changes before the actual change is fully decided upon—the reopening of contract automatically should be a right for workers to have when that change comes about. I am referring to any change that affects the workers in a plant, either by the workers being displaced and laid off, or by workers being switched to a completely different job routine that might involve a change of classification and therefore wages.

I think the most long-term example before us is the postal code situation within the post office, where there is a continuing concern within our labour jurisdiction. Perhaps the chairman of the board knows of other areas where this applies, but that's a long standing problem, the introduction of the scanning machines to scan the postal codes, in which the proposals would require a change in classification and a change in pay rate. An

item like this that comes up in any contract should automatically reopen that contract.

I've mentioned—and I'm again not sure which vote this comes under; I assume it is here now—the matter of union-activity firing which occurs. This is the appropriate place for it to be commented upon and if it hasn't been really discussed in any other vote then I will go over it briefly again. As the gentlemen at the table above all know, when an employee is fired and it is suspected he was fired for union activity, the onus is on him to prove that he has been fired for union activity. The exact reverse should take place; the onus should be on the company to prove that he was not fired for union activity.

I will be interested in the minister's reply to the subcontracting of work outside of the unions, which I believe you or members of your staff don't really have yet, this being work which could normally be performed by members already in the bargaining unit.

These have been rather important changes I would like to see made to the Ontario Labour Relations Act. There is one other major area of the Labour Relations Board that interests me. You have had a dramatic increase in work over the past couple of years. There seem to be more and more items seated upon your shoulders. According to your annual report, you had a 19 per cent increase in certification applications last year, and that alone represents a vast increase in actual workload. This may well account for some of the delays in certifications, and the tables which you provide with the report indicate that 50 to 60 per cent of them are concluded within a three-month period. But what really concerns me are those areas in which the long delays occurred.

I am referring specifically to the ACTE—Association of Commercial and Technical Employees—organizations, when they have been involved in certifications, and the tremendous delays that occur before a final decision is reached. I know the problems. In many cases, it is a new area and you appoint a findings officer to go in and make a bit of a study of the area, but surely once this has been done, in the ACTE area in general, you needn't go through this finding procedure from scratch with each and every one of them. One can see the first one being slow, but surely the time sequences should be decreasing rather drastically for the others.

I mentioned in my opening address a specific instance which is occurring in Windsor, on which I was approached during the previous weekend. It is the one involving

the hotel and restaurant employees union, local 743, in their dealings with McDonald Restaurants of Canada Ltd. They first had their contact with the board on Aug. 30, 1972. Hearings have gone on and finally, eight months ago, last February, the board said it would make its decision on the appropriateness of the bargaining unit before they scheduled any further hearings—that was eight months ago.

What is the situation in this specific case? My general concern is over the delays that appear to be unwarranted in the white-collar area and the ACTE area.

I think I will terminate my remarks there, but I will be coming in with other smaller points as the vote progresses. Is it possible to get a reply on some of these points?

Hon. MacBeth: Yes, I will speak to them, I am prepared to proceed now, Mr. Chairman, if I may.

First, in the matter of certification, we are examining the matters of percentages involved for the automatic certification and what is required for a vote. I would really appreciate Mr. Bounsall's ideas with regard to the possibility of having an automatic vote. I don't know what exactly might trigger that, but there might be a vote in all cases without worrying about petitions, perhaps conducted by the ministry. Is there any merit or virtue in that?

Mr. Haggerty: It would speed things up a bit.

Mr. Germa: You mean in every plant in the province?

Hon. Mr. MacBeth: As I say, I don't know exactly what would trigger it. This is just thinking out loud.

Mr. Haggerty: You'd better not do that, you'll get yourself in trouble!

Hon. Mr. MacBeth: It might be rather futile, eh? But there has to be something.

Mr. Bounsall: You would still have to do the organization, anyway, in order to get to a point where you would want to take a vote or apply for certification. But if you have over 50 per cent, which is presumably all your vote would show, I assume your vote would be—The present Act on this point requires only a 50 per cent vote, if it goes to a vote.

Mr. Haggerty: Plus one.

Mr. Bounsall: Fifty per cent, plus one, if it goes to a vote. You still have to do the organizational work. If you have the organizational work done and over 50 per cent of the cards signed—50 per cent plus one—why bother with the vote? You would have the signed cards.

Hon. Mr. MacBeth: There are always questions of how much pressure or lack of pressure there was or what the circumstances surrounding that signing were. But if you had a 1 per cent or 10 per cent or some percentage relevantly small to trigger a vote—

Mr. Haggerty: What is it now?

Hon. Mr. MacBeth: It's 35.

Mr. Haggerty: Sixty-five for automatic, isn't it?

Hon. Mr. MacBeth: Yes.

Mr. Haggerty: That's the way the Act is now.

Mr. Bounsall: But that is the mistake that was made the last time the Act was amended. It was 55 and 45 and you went to 65 and 35. You know that 35 per cent of the people wanting a vote requiring 50 per cent—how do they get that 35 per cent actively wanting a vote? It's because one of the organizational arms of your existing trade unions have come in and helped to trigger that. It very seldom comes wholly from within a group of employees sitting around at the coffee breaks. The mistake made was to lower that; it doesn't particularly help. You haven't had any great numbers coming in to—

Hon. Mr. MacBeth: I gather the numbers are about the same as they were before.

Mr. Bounsall: Sure. It hasn't necessarily helped.

Hon. Mr. MacBeth: It may be that the union organizers have to work a little harder.

Mr. Bounsall: For sure. Because that went up from 55 to 65, they have to work a hell of a lot harder on the numbers they require to get the automatic certificate. Once they have decided to go in to try to organize a company work force, a group of employees, for certification, they don't stop at 50 per cent and call a vote. Once you have put some time in, you are going to try and get

the automatic certification. But you have to go well beyond the automatic figure.

Hon. Mr. MacBeth: What if it was five per cent in a vote?

Mr. Bounsall: You would sign very few. There would be very few collective agreements signed. What you are talking about in terms of small figures like five per cent is not a union organization going in and giving a hand at trying to sign a group of workers up into a union—their union or some other union. What you are talking about is a group of workers over coffee thinking it might be a good idea. And, that just doesn't occur. That type of lack of organization on their part—let's do something over coffee—will not result in a valid organization being formed.

Hon. Mr. MacBeth: Or an organizer coming in and saying, "Here gentlemen," or convincing one or two members that they should have a union in this plant and convincing a very small number of his people to do it, and then having a vote after that.

Mr. Bounsall: But you just would never get the 50 per cent. Mr. Germa, have you been involved in any organization?

Mr. Germa: If I may comment on your suggestion, Mr. Minister, I think I know exactly what would happen if a small group of people, say five per cent, decided they want a vote for certification. It just seems to be natural that employers are opposed to this. Right off the bat they would give a little bit of carrot to the other 90 per cent of the people. They would give them a small raise in pay and they would make certain threatening statements that if they get certified this largesse is not going to continue and the people are bought off. Included with your theory would have to be other bits of legislation which would stop coercion and stop bribery.

It would also have to preclude the employer from appearing at the certification board hearing. The employer comes in there with his high-priced lawyers and he can confuse the issue so badly that nobody knows where they are going. He will start pulling people out of the bargaining unit. He says this is the foreman or this is the supervisor and he is not subject to the bargaining unit, or he is in the security guard. There are all these nit-picking things that the employer will do in order to confuse the issue.

If you would go along with various other suggestions that we are ready to make in this hearing, maybe your theory could have

substance. But you have to keep the employer off the backs of the employees prior to this vote taking place, otherwise there are certain people who cannot hold up against the overtures or the pressure of the employer. They'll either buy them off or they'll coerce them from their course.

Mr. Bounsall: In essence, what we are asking you, I guess, is pretty fundamental. Do you believe in collective bargaining? If you do, do you believe in the formation of representatives representing workers like unions?

Hon. Mr. MacBeth: I have no problem answering that, the answer is yes. I'm trying to make it a little more democratic.

Mr. Bounsall: But why make it more difficult as well or why leave it at the same level of difficulty?

Hon. Mr. MacBeth: I suggest to you that maybe in the interests of unions they would want to go through that organization process. It may be a healthy thing as far as they are concerned.

Mr. Haggerty: How do you suggest certification then?

Mr. Bounsall: By the same process as now, but 50 per cent plus one, rather than 65.

Mr. Haggerty: I thought 65 per cent was automatic. If you've got 65 per cent, it's automatic and there's no vote taken. If you want to get certification, if you can pick up 35 per cent of the members there, then a vote is taken. Then is it not 51 per cent of the vote?

Hon. Mr. MacBeth: In the vote, as I understand it, it is 50 per cent plus one.

Mr. Bounsall: But let's face it, no one makes that organizational effort. No one decides to go in and make an organizational effort, stopping at 35 per cent, and hoping somehow that when the vote is taken it is going to get 50. You go in and you work toward making sure that you get the automatic certification, and you have to get 75 or 80.

Mr. Haggerty: It's like anything now—if it's a good thing it will sell and they will buy it; if it is not good enough then they are not going to accept it.

Hon. Mr. MacBeth: Sometimes the validity enters into it. If you stop at 50 per cent, so-and-so may have been coerced or bribed in some way to sign that, or so-and-so may not be a legitimate member of any future

bargaining team because he is a foreman or something else.

You are saying stop at 50 per cent. If there was a properly supervised vote similar to what you and I know in the democratic process, where there would be an opportunity of both sides coming forward—when I say “both sides,” I mean management, who may or may not welcome the unionization, and the union people—and then a straight vote after that in which 50 per cent would be the deciding factor, it would get rid of all these questions as to the legitimacy of some of the signatures.

Mr. Bounsall: But it used to be 45 per cent before the 1970 changes. That was the argument used when the changes were made from 65 per cent for automatic and 35 per cent for a vote to be taken. There haven't been that many increases. They are about the same in the number of votes. It hasn't worked. It doesn't work in organizing workers into a collective bargaining agreement. That hasn't worked. They have had four years to look at it and it just doesn't produce organization.

Hon. Mr. MacBeth: I have said I believed in organization, but you see, you are working on the assumption that every labourer wants to organize, and every labourer does not want to be a part of an organization.

Mr. Bounsall: Exactly. Are you saying that 50 per cent plus one of a plant is too small a number for a plant to be organized?

Hon. Mr. MacBeth: No, I am not saying that. That's the law at the present time. But we are talking about all of these percentages which really only have to do, not with the final result of whether a plant will be organized or whether it will not be, but with what kind of percentages you need to trigger a vote or make it automatic.

Mr. Kinley: The data for the past three years since there has been the 35-to-44.9 range shows that about one-third of those applications that have come in, in that range where a vote has been required, 53 have succeeded and been certified and 106 failed. In other words, it is a two-thirds, one-third situation in that range. That suggests something about where your threshold might be. In other words, the threshold seems rather low at 35 per cent, I would say, if you are losing two-thirds of the votes. I just thought that data might be a useful input into the discussion.

Mr. Bounsall: So two-thirds of them failed. So you can take it down to lower percent-

ages; you just get a higher increase in the failures. If you only have to have 25 per cent for a vote to be taken, I would think that you would get more than two-thirds.

Hon. Mr. MacBeth: That doesn't detract from the point I am making, that if you don't do a certain amount of organizing in advance, you are going to fail anyway.

Mr. Laughren: Let them decide that. Let the union decide.

Mr. Bounsall: That's up to the prospective union.

Hon. Mr. MacBeth: At the present time, you have to do this organization and this campaigning to make the vote successful. This is fine. I am not suggesting that we should do away with the organization and the approval of getting across the story that either side has to tell, but possibly to do it without as much question over signatures on petitions.

On the other hand, I am ready to agree that the signatures on petitions may have a very valid part to play as far as the union's position in getting organized. If they are not going after the signatures, they may not do their job of organizing.

Mr. Bounsall: You sound as if the worker in the plant who signs a card for certification does this somehow lightly. For workers in an unorganized area to be confronted with the yes or no of joining a union, if they think it might be a good idea to sign a card, is in some cases a fairly frightening experience for them. They are not at all sure whether they are doing the right thing, whether someone might see the card, whether they might get fired if someone knows they signed the card. This isn't a thing that is taken at all lightly.

There is a degree of enthusiasm in signing the card, but the reaction to the card varies probably from mild enthusiasm through pretty heavy fear. It isn't something that is taken lightly. You are implying, by bringing it up a couple of times, that there are a lot of false signatures on these cards.

Hon. Mr. MacBeth: No, I don't want to imply that. I think very many of them take it seriously. I would suggest there probably also are those who take it very lightly—

An hon. member: Watch it, we're on tape.

Hon. Mr. MacBeth: —and probably some who really don't pay too much attention to what they are doing. It varies. But I think

this is part of the reason for the 65 per cent—so that there can be no suggestion, if it is an automatic certification, that it wasn't with a clear majority of the membership.

Mr. Bounsall: But you realize the big road block you are putting in. By the time those cards are gone through, in order to make sure that 65 per cent of them are still there and eligible to vote, you are collecting 80 or 85 per cent—you have got that sort of organizational drive facing you to achieve the 65. It is a really difficult job you have, organizing a plant with that 65 per cent figure.

Mr. R. D. Johnston: On this point, I think the one thing that maybe should be made clear is that the unions have told us some of what you have told us—that raising it to 65 per cent has made it more difficult. On the face of it, I don't have any difficulty in accepting that it may have made it harder for them, but I don't think that one should infer from that that their success rate has dropped drastically or anything of that kind.

I think you may have seen some of these statistics. While there was a kind of falling off in volume of applications in the year immediately following the amendments, in the last two years the volume has been as high as or higher than at any time in the last 10 years, as witness the statement that you quoted that we had a 19 per cent increase in applications last year as against the year before. The success rate of the union has been as good as or better than at any time in the last 10 years.

I am not gainsaying that they may not have had to work a little harder for it, and that is the thrust of the union's position in this matter—that they have had to work, I guess they would say, unreasonably hard—but it can't be proven on the basis of the statistics that they have been stopped in their organizational tracks. They haven't. They have had more applications before the board than before and they have been as successful as ever.

Mr. Bounsall: But if you believe the preamble to your own Act, then why are you deliberately making it difficult?

Hon. Mr. MacBeth: I don't know that we are making it difficult.

Mr. Bounsall: You have the figures in your hand. You have the power to amend it.

Hon. Mr. MacBeth: I said yes, I am in favour of the unionization of these plants,

but maybe the majority of the workers in any one situation is not in favour. This is to give them the opportunity of expressing themselves on the matter.

Mr. Bounsall: But they won't sign the cards. The majority are not.

Hon. Mr. MacBeth: This is why I was getting around to a vote with some less complicated procedure. Let them determine the position of the majority of the workers in any particular situation by a secret ballot with less preamble, less build-up to it. But that may not help.

Mr. Laughren: It will not affect the 65 per cent.

Hon. Mr. MacBeth: No, it may not help the situation because as far as the unions are concerned if you don't go through the rigours and the troubles of getting a majority in some way to sign, then you may not carry the vote.

Mr. Germa: Mr. Chairman, could I say something? I think one of the weaknesses is the time lapse between the day the worker signs the card and the day the vote takes place. During that interval, which could be three or four months, there's a deterioration in the work force. These people are moved, they are fired, they're transferred or they quit. It is a continuance, like a river running down a hill; it is not a static thing. You might have a certain percentage today but tomorrow you haven't got it, and I think the delay is part of the reason there is such a high failure rate. I think the high failure rate has to come back to the employer.

I am going to ask the minister by what right an employer intervenes at the hearing before the Labour Relations Board for certification. As far as I am concerned, this is a pact between the working person and the union. Who is this third party, known as the employer, who intervenes to delay the proceedings? By what right is he there? Now if there is no validity for him being there and he is removed from that position of interfering with the certification, then I think there would be a speed-up and then I think there would be a higher success rate.

Mr. R. D. Johnston: There is obviously a great difference of opinion on this. The role of the employer before the Labour Relations Board in certification matters is chiefly — in fact nearly entirely—limited to questions as to the appropriateness of the bargaining unit, and as to evidence that is taken either at the

board or through a field examiner as to whether certain jobs are of a managerial or other character that would justify them being excluded from the bargaining unit within the meaning of the Act. That is the chief role—and I think a legitimate role—of the employer before the board in certification proceedings. Otherwise, how else are you going to determine whether a certain job should be in or out of the unit?

Mr. Germa: Shouldn't that individual doing the job have the right to say whether he wants to be organized or not?

Mr. R. D. Johnston: No, because the Act contemplates that certain people—if I may use the managerial expression to keep it relatively straightforward—have duties that would be inappropriate if attached to somebody in the bargaining unit.

Mr. Germa: I think that is debatable. I think the legislation has to define what managerial is, and once we know where the perimeters are of the bargaining unit, well then we can go ahead without interference from the employer.

Mr. R. D. Johnston: There is a long history of board decisions on this point and I don't think there is very much doubt any more as to what is managerial and what isn't managerial. But there still has to be some taking of evidence as to the duties of a position that may fall on one side or other of that line.

Hon. Mr. MacBeth: Mr. Chairman, Mr. Bounsell raised some other questions—unless there is further discussion on that matter of certification? I have appreciated the discussion. He mentioned that the opening of contracts in new situations such as automation should be automatic. To my mind, that is something that is reasonable to negotiate into the contract. That should be a negotiable matter. In other words, if such and such happens, then the contract can be reopened.

I'm not in favour of setting out too many limits on what is or is not negotiable, and I don't think I want to build in a lot of items in favour of one side or the other that we'll say are not negotiable, that they are automatically there. I feel that that is a reasonable, negotiable matter and best left as is.

Mr. Bounsell: Yes, but Mr. Minister, may I interrupt at this point? The problem there is, if you think that's fairly reasonable to have in a contract, but then say that should be left to the parties to negotiate into the contract, there is going to be one or two or

a handful of strikes arise around the province with that as the major issue for the strike. And it is so unnecessary then. I don't know whether it has in the past but—

Hon. Mr. MacBeth: This is almost to suggest that every strike is a bad thing, and I think if you believe in collective bargaining, certainly the object is to avoid strikes.

Mr. Bounsell: That is exactly right. What I am saying is, if you feel that having a contract automatically opened for automation changes is a reasonable thing to have in contracts, then why not say it's going to be in all contracts, rather than run the risk of strikes occurring over that point?

Hon. Mr. MacBeth: Yes, but how do you legislate on what terms it will be reopened? What might be reasonable for one industry might be entirely unreasonable for another industry.

Mr. Haggerty: That is the principle that they are trying to get through to you, Mr. Minister. Why don't you legislate everything for labour and do away with unions? That is what they are suggesting.

Mr. Bounsell: No, not at all.

Mr. Haggerty: Yes, it is.

Mr. Bounsell: This is not the case at all.

Mr. Haggerty: Go right back to your first comments; that's what you have hinted all along.

Mr. Bounsell: No, we haven't.

Mr. Germa: Why are there 164 items for negotiation? That's what plagues me. There should be only two things on the bargaining table, as far as I am concerned, not 142 items. Wages and working conditions are the only things that should be left between the union and management.

Mr. Bounsell: Mr. Minister, you have clauses in the Labour Relations Act which have given problems in the past. What you are saying is you might be introducing a clause in the Act which, in some situations, is going to cause problems where people can't interpret it. Surely you could devise a clause in the Act which says that a contract is automatically reopened over automation items, or introductions of items and procedures which displace workers or change the classification or wage rates of workers. I haven't given much thought to the wording. But surely you could put that in.

To most employers and most employees that would sound fairly obvious. And by so doing you might avoid the handful of strikes over this particular point. I pointed to the postal service as this being a great cause for unrest with the introduction of their postal machines. I don't know of a provincial application. Maybe Mr. Dickie or Mr. Armstrong knows of some, or the deputy minister. Consider that going in as a means of avoiding strikes. Surely collective bargaining is working well when you can avoid strikes.

Why not give this sort of direction, which I think you personally feel is reasonable, so that we do avoid those handful of strikes that may arise where this really becomes an important item? Where they can foresee something coming and they want to talk about it for their contract, but it hasn't been nailed down. So they want to have in the contract they are signing the reopenable clauses for that, and the answer becomes "no." Yet you go to strike over this being one of the major points, when it needn't be.

Mr. R. D. Johnston: But the proposal is to reopen the strike—

Mr. Bounsall: To reopen the contract.

Mr. R. D. Johnston:—reopen the contract so that they may be able to strike on that issue at another time. You are just moving the possibility of a strike from one point in time to another. Either it's a serious enough issue at the time the agreement is open under the present arrangements or there is potentially going to be a strike at an uncertain other date when the contract is reopened. They can meet several times during an agreement if there is the need.

Mr. Bounsall: But it might be solved earlier. And you have the services of your conciliation and your mediation coming in over that one point only, earlier in the game.

Hon. Mr. MacBeth: It isn't necessarily going to save the strike from developing, though.

Mr. R. D. Johnston: As a matter of fact if you bring in a conciliation officer where there is only one issue in dispute, you are probably going to have a much harder time being of assistance than in a normal situation where there are several issues and there's room for some real bargaining. That's between the issues.

Mr. Bounsall: Well, we could ask Mr. Dickie but don't you ever enter disputes in which there is only a major point left to be

resolved? At some point it must get down to that, and do you have total lack of success over that major point?

Mr. Dickie: Well, it's not too often that we just get down to the one point. Usually the parties like to have several points of bargaining so that they will be able to bargain whatever they want to get.

Mr. Bounsall: Balance them off, sure, but has it occurred?

Mr. Dickie: I just can't recall one in the last several years.

Hon. Mr. MacBeth: I feel it is reasonably negotiable. That's my thought on it and best leave it that way. As far as union activity as being a grounds for dismissal, I am quite happy to review that. I think it should be a shifting onus. Maybe the primary onus should be reversed from the present situation but, as I say, I think that onus may shift from time to time. Subcontracting of work out I think again should be a negotiable matter. I think often staffs are more of a maintenance nature with many organizations in certain trades and if they get into large operations or renovations or major works, then I think it's reasonable that they should have perhaps the right to go outside their own staff. So instead of the government trying to set out the boundaries when they can contract out and when they can't, I think again the people in the particular industry who know the particular problems are the best ones to decide what may or may not be contracted out, and let them negotiate on it.

Now, delays in certification are something that you may want to speak to Mr. Armstrong on directly. The McDonald's case I think is a case where somebody who heard the matter had subsequently left the board. As a result, it was not followed through as it should have been. I think the stirring up from your recent letter has put that back on the rails. I am not trying to say we shouldn't have followed it up, but it might have been reasonable that somebody should have prodded the board in the meantime on it.

However, I think Mr. Armstrong has some remarks, both in connection with delays in certification and perhaps on the McDonald's situation.

Mr. T. E. Armstrong (Chairman, Ontario Labour Relations Board): Yes, Mr. Minister. I think, Mr. Bounsall, you have the statistics on certification provided by Mr. Kinley—a

large and rather complex document—but I think in many respects a helpful one.

Generally speaking, what you say about delays is to some extent borne out by table D(1) on page 22. There has been a perceptible and, frankly, disturbing extension in the time taken to process cases, especially at the lower level—down to 84 days in the period 1968 through 1974. We are concerned about that and we are attempting to take steps to reduce the incidence of delay.

If I were to be asked what is contributing to the delay factor, I think the statistics bear out at least two clear causes. The first cause is the fact that since the amendments—they became effective in Feb. 15, 1971—there have been more votes.

Mr. Kinley can correct me on the precision of these figures, but the votes have increased from 10 per cent of the total certifications to 20 per cent of the total certifications, in rough terms. There is absolutely no question about it, the votes take a lot more time than do automatic certifications. And to the extent that you increase votes—because of the administrative difficulties—you are going to have more delays in the issuance of certificates. This is a factor to consider when it comes to the relative merits of outright certification in votes. But that is one identifiable cause of delay in the period at least since the amendments to the legislation.

Another proven cause of delay, which appears from the statistics prepared by Mr. Kinley, is the multiple hearings. This is where, because of the complexity of the matter, or because of some bargaining unit problem, or whatever, the initial hearing doesn't enable the party sufficient time to complete the case. And because of the exigencies of scheduling and because of the intervention of examiners to determine bargaining problems, the case may not again be scheduled for some time. That is another conspicuous factor in causing delays.

I think you were good enough to give me pretty precise advance warning about the delay in the McDonald's case; and that is perhaps the most conspicuous and glaring example of how the examiner's proceedings and some other factors can bring about delay.

With your permission, let me take a minute or two to tell you about the processing of the McDonald's case to illustrate the difficulty. Perhaps before I do so, I should tell you of the rather ambivalent position that I am in. I happened to be counsel for the union on that case when the case originated, as you pointed out in your letter, on Aug. 11, 1972.

Mr. Bounsall: Oh that was the Armstrong in that case.

Mr. T. E. Armstrong: I want to declare that previous interest before I give you the chronology of the case.

Hon. Mr. MacBeth: It sounds as though you didn't complete your job.

Mr. T. E. Armstrong: That may well be the case.

Mr. Bounsall: No, they just had lousy solicitors.

Mr. T. E. Armstrong: Exactly. That is what I was leading up to. Let me tell you a little bit about the chronology, because I think it tells something about some of the labour relations problems in this province; and about what can happen when a case goes off the rails—and the extent to which solicitors participate in the process. That was, and is, an application for a single outlet of the McDonald's hamburger operation in the city of Windsor. The major issue there, and an important issue in the development of jurisprudence in this province in labour relations, is whether in these fast food outlets certification should take place on the single outlet within the municipality or whether the trade union should be required to take, I think in Windsor, all four or five outlets. It makes a great deal of difference in terms of the organizational problems of the applicant union and it makes some difference with respect to the operational difficulties of the employer. So it was an important issue.

Let me tell you about the sequence, though. The application was filed on Aug. 11, 1972 and the board, with, I think, reasonable dispatch, scheduled the hearing for Aug. 30, 1972. It became apparent then that there was a substantial issue as to the appropriateness of the bargaining unit. The examiner was appointed the day following the first hearing, Aug. 31, 1972, on the consent of counsel, of which I was one. Then what ensued was an almost endless examination taking place in the city of Windsor, for which I suppose counsel bear at least some responsibility. You know and your colleagues will know some of the difficulties of getting counsel together, especially when they come from out of town. In any event, this long and detailed and important examination, if you can believe it, extended from Aug. 31, 1972 to March 28, 1973.

The examiner reported in writing to the board. The board scheduled a hearing on the examiner's report and the hearing was

held on May 18, 1973. On May 30, 1973, the board issued an interim decision in which it made a determination as to the appropriate division between full and part-time employees, not yet having determined the fundamental question of the geographic description of the bargaining unit. At that point, the interim decision was in favour of the union. At that point, the employer made an application to the divisional court for judicial review of the board's interim decision. The application was filed on June 8, 1973, and the decision of the divisional court was issued in favour of the union on Sept. 26, 1973.

Mr. Bounsall: What month?

Mr. T. E. Armstrong: Sept. 26, 1973. A rather unusual, and I think a typical event, then occurred. The chairman of the panel resigned to take other employment. He resigned, remaining seized with those cases that were not yet completed. He resigned on Sept. 30, 1973. The next board hearing was scheduled and indeed took place on Nov. 26, 1973, at which the evidence was completed and argument was commenced. The board then adjourned and rescheduled the case for Jan. 16, 1974, and, as you point out, on Feb. 22, 1974, announced to the parties that certain remaining peripheral issues would not need a further hearing and that the board now had sufficient evidence and had heard sufficient submissions for it to make its decision.

The period Feb. 22, 1974, to date is one for which I can give you no adequate explanation. My appointment became effective on May 1, 1974. I think you perhaps can appreciate my reluctance to involve myself personally in a concern with a reserved decision in which I had conducted as counsel for one of the protagonists. I can say this, and I don't think it's breaching any confidence—I don't want to say anything whatever about the merits of the case—that the decision will be released within the next few days.

The history of that case—I think to put it perhaps mildly—is unfortunate. It is in a sense an aberration. We don't normally do that badly and I think we have some lessons to learn from it.

You mentioned another one. During the course of your remarks you mentioned some of the ACTE cases. As luck would have it, a pattern perhaps emerges: I happened to be counsel on one of the ACTE cases, one that was perhaps the most notorious in terms of delay. It was an application involving an organization called ComTECH. I don't have

the specific details about the sequence of the hearings and the delay in the decision, but I think it's sufficient at this point to say that was another case where there was an examiner appointed. The issue there was that this was a company dealing with confidential payrolls. It was a data-processing—

Mr. Bounsall: A computer company, wasn't it?

Mr. J. E. Armstrong: A computer company. Its main business was payrolls, and the company argued that because of the nature of the business and the fact that the payrolls were intrinsically confidential. ComTECH was not a company that qualified for organization under the Labour Relations Act. It argued that all of its employees were, in a sense, employed in confidential matter in relation to labour relations.

Again—and it's perhaps hard to be entirely objective about cases in which you've appeared—that led to a long and acrimonious and difficult examination. The time delay was not as bad as McDonald's, I'm happy to say, but there was a very substantial delay.

I and the other members of the board, I think, are learning some lessons from these delays. Let me tell you one or two things that we're trying to do. Instead of using examiners post-hearing, we're trying to use examiners at the pre-hearing stage, to meet with the parties and to try to uncover the dimensions of the bargaining unit problem, to try to connect the parties and to try to work out the real areas of difference before the hearing takes place.

If it appears that there is a bargaining unit problem of some proportion, rather than let an examiner go into the field and spend a lot of time, laboriously taking down perhaps too much evidence—they're not members of the board; they have a limited mandate and have limited powers to make rulings on evidence, so they have to take down everything whether it's relevant or not.

When we see that there is a substantial bargaining unit problem, the tendency now is to say, "Well, all right, the board wants to hear that."

In this way, we hope to avoid the very kind of delay you're talking about in McDonald's and in the ACTE campaign. If necessary, we'll set aside three, four or five days or whatever is necessary for the board to hear the evidence directly in consecutive hearing days.

Although I think it's too early to make any firm and optimistic pronouncements on the

effects of the new system, we're hopeful that it will be effective.

Mr. Reid: Do you think that whole procedure is necessary, to begin with?

Mr. T. E. Armstrong: What's that?

Mr. Reid: Well, what you're talking about. Is it necessary to go through all of that?

Mr. T. E. Armstrong: Well, we're a quasi-judicial tribunal. We have before us parties with rights, with interests to advance, with evidence to give and with arguments to make. If we were to say to the parties, be it the trade union or the employer, "We've heard enough evidence. We're not going to hear any more," then, as I think Mr. Renwick—

Mr. Reid: What's the time-frame you're working in now?

Mr. T. E. Armstrong: Well, just let me complete that. I think the lawyers among the members would agree that we'd be very quickly before the divisional—

Mr. Reid: That's the problem with labour relations; there are too many lawyers—

Mr. T. E. Armstrong: Well, that may be—

Mr. Reid: With all due respect to my long-haired friend here.

Mr. J. A. Renwick (Riverdale): You are wanted in the House.

Mr. T. E. Armstrong: We would very quickly be before the divisional court, and there is a practical problem with that. If we did that, the time consumed in the divisional court would far outweigh the time that is taken in going through the sometimes laborious techniques of having evidence adduced.

It's a difficult problem; I agree with you. But I think those of us charged with the difficult task of listening and making decisions have to be patient and listen to the evidence. I don't say any easy way around it. If any of the members have any ideas about that that would not run afoul of the roads of natural justice, I would be very pleased to hear them.

Mr. Germa: Mr. Chairman, I think that is a quasi-judicial body and at some point in time it has to exercise the power which it is charged with. As my friend Lawlor from—where are you from, Pat?—indicated, even in the courts—

Mr. Bounsall: He is short-haired.

Mr. Germa: —this impartial judge at some time comes down and says, "You are dragging your feet. Now get on with the business of the court." This sad recitation you gave of the McDonald's case is clear evidence that at some point in time, after a year and a half or something, this body should have come to the conclusion that someone was dragging his feet and let's get on with the business of the day. How long can you go seeking natural justice?

Mr. T. E. Armstrong: Quite.

Mr. Germa: By granting too much justice to one side you are denying justice to the other.

Mr. T. E. Armstrong: I couldn't disagree at all with those remarks; and remember, I was counsel in the case, I wasn't the presiding officer. The Statutory Powers Procedure Act, as the members will know, now gives the tribunals such as the Labour Relations Board the power to do the very thing you are talking about—to make a judgement as to whether there is abuse of process, and whether people are dragging their feet for tactical purposes. I think that is a power that the Labour Relations Board has to look at seriously. When it can safely do so—and by "safely" I mean without fear of rather more lengthy delays before the divisional court—I think it has to exercise that power.

I want to leave no doubt at all in the minds of the members of the committee that I am extremely concerned with delay in certification proceedings where, to be a little bit trite about it, justice delayed really is justice denied.

Mr. Reid: You stole my great line. But realizing that, Mr. Armstrong, can you not come up with a better system? I mentioned to the minister the other night that by the time he got around to certifying a union, the building had already been built and everybody had dispersed and there was no longer any point. But that is certainly justice denied.

Mr. T. E. Armstrong: If a better system can be devised—the minister can speak for himself, but speaking for the Labour Relations Board—I would be delighted to hear about it.

Mr. Lawlor: What happened to your new procedure. How is it working? Is it efficacious?

Mr. T. E. Armstrong: I think it is. I think it will have a significant improvement. But it really is too early. There is not sufficient

data yet to give you any conclusive view on that. But I feel morally certain that it is having some considerable effect.

Mr. Lawlor: Just one further question. How did the McDonald's case get up to the divisional court? On jurisdictional grounds?

Mr. T. E. Armstrong: The McDonald's case got to the divisional court on the basis that the court, in making a determination as to the distinction between the full- and part-time unit, had acted on the basis of general policy rather than on an assessment of the facts of the particular case. You are aware of those administrative law cases which say you can't apply policy in the abstract, you have to apply it to the particular facts of the case. The employer, I may say, lost in that case, but that was the basis for the application.

Mr. Bounsall: One other question in the McDonald's one. When an application comes in for an outlet when there are other outlets in a geographic area, is it normal to say it has got to cover all those ones within the geographic area?

Mr. T. E. Armstrong: I think perhaps you will appreciate my reluctance to talk about—

Mr. Reid: No, we won't.

Mr. T. E. Armstrong: I think you will when you hear why I'm reluctant about it, if you'll bear with me.

There are now pending before the Labour Relations Board two cases. One is the McDonald's Restaurant case, and one is the Ponderosa Steak House case. Both are cases of more or less first impression before the board. Those cases are due to be issued. The jurisprudence is reviewed and the policies of the board are set out in those cases. I sat on neither of them, but I was counsel on one of them, and I think it would be unwise for me to, at this point, predict what the jurisprudence may be.

Mr. Reid: Mr. Armstrong, could I ask you one question? Do you not feel that the involvement of lawyers and the legal fraternity in these matters just adds to the problem? I understand that in European labour law these matters are not set down in their code of justice or whatever they call their civil law, but in Canada all these laws are subject to the legal restraints, constraints and whatever else. Mr. MacBeth, being a lawyer, I'm sure will appreciate it—and Messrs. Renwick and Lawlor—that a lot of these problems are

raised by the legal ramifications of what goes on. Is there a way around that? Are you a lawyer, Mr. Armstrong?

Mr. T. E. Armstrong: Yes.

Mr. Reid: Yes, I knew that, but I wanted to have it on the record.

Mr. T. E. Armstrong: Let me say one or two things about that. You sound somewhat like some of my former clients.

Mr. Reid: All of whom are disillusioned, no doubt.

Mr. T. E. Armstrong: That's right. The director of one of the most prominent trade unions in the province, Mr. McDermott, has always said that lawyers are like leeches on the trade union movement and yet—

Mr. Reid: On the body politic, to use a Conservative phrase.

Mr. T. E. Armstrong: That's not the phrase he uses—on the trade union movement, he says. But he and others—and I have said this to him, so I'm not speaking behind his back—are quick to hire them when they're in trouble. I think there are two reasons why lawyers have a place in this difficult field. One is that the employers habitually employ lawyers, and I suppose it's a question of balancing the thing as far as trade unions are concerned.

The second is that labour relations law has become, as has tax law and many other areas of the law as Mr. Dickie suggested, among the most sophisticated—you know, a small area.

Interjection by an hon. member.

Mr. T. E. Armstrong: Do you want to hear the rest of it? Let me answer the question, and then you can comment. It has become somewhat complex. We now have, for example, a religious exemption clause. I had the privilege, or otherwise, of arguing the first religious exemption case.

Mr. Reid: In favour of whom?

Mr. T. E. Armstrong: For the union. It's no longer sufficient, with our complex labour laws, to be knowledgeable in legal principles; one has to get into the thickets of theological disputation now. I'm not arguing for or against the thing.

Mr. Reid: You got your direction, no doubt, from the Minister of Labour. I know how that affects him. He feels that he has direct supervision from the Almighty.

Hon. Mr. MacBeth: I'm glad you recognized the supervision, anyway.

Mr. Reid: We'll put that in the record.

Mr. T. E. Armstrong: If you are suggesting that there should be some abolition of the use of lawyers on both sides, I think you would get a great deal of support throughout the community.

Mr. Reid: Maybe from everybody but the lawyers.

Mr. T. E. Armstrong: Everybody but the Law Society would be happy with that, I think. I don't think it's in the cards, Mr. Reid.

Hon. Mr. MacBeth: What's the alternative to lawyers? You don't build up unless you are going to say they can't go in with advocates. If each man has to take his own case before the labour relations bodies in the province then you get non-lawyer specialists.

Mr. Reid: But what we're looking for is for an ordinary working man who can pick up his collective agreement and say: "I know what I've got. I know what I'm entitled to and I can go to the foreman or whoever and argue with him." I know maybe I'm living in a Walt Disney type of life.

Mr. Renwick: That was the Liberal-Labour theory years ago.

Mr. Reid: I realize that and I say that to my friends, Mr. Renwick and Mr. Lawlor, who I know are living on that kind of thing—I move, Mr. Chairman, we adjourn until tomorrow.

Mr. Chairman: Does item 3 carry?

Mr. Reid: Oh, no.

Mr. Bounsall: We are still on the floor.

An hon. member: A good try.

The committee adjourned at 10:35 o'clock, p.m.

CONTENTS

Wednesday, October 30, 1974

Industrial relations programme, continued	S-2103
Adjournment	S-2130

S-74



Legislature of Ontario

Ontario Legislative Assembly

Debates

ESTIMATES, MINISTRY OF LABOUR

Standing Resources Development Committee *SJ*

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Thursday, October 31, 1974

Afternoon Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, OCTOBER 31, 1974

The committee met at 3:30 o'clock, p.m.

ESTIMATES, MINISTRY OF LABOUR (continued)

On vote 2103:

Mr. Chairman: Mr. Bounsall?

Mr. E. J. Bounsall (Windsor West): Yes. Continuing from where we were last night with the Labour Relations Board, there was one statement made by Mr. Armstrong that intrigued me, and that was on his efforts to see that the certifications proceeded more swiftly. He talked about getting pre-hearing examiners into the areas where there was likely to be problems concerning the appropriateness of the bargaining unit and so on.

Mr. T. E. Armstrong (Chairman, Ontario Labour Relations Board): Yes.

Mr. Bounsall: I am interested in how the facts get to you prior to a hearing—for example, that there's likely to be real problems in the area of the appropriateness of the bargaining unit. How would you hear about this beforehand and know that you need a pre-hearing examiner in the area?

Mr. T. E. Armstrong: The board's rules provide for something similar to pleadings in a court action. An applicant for certification will file an application that will describe, in a particular paragraph, the proposed bargaining unit. Within five to 10 days, the respondent employer files a reply, in which it indicates its proposed description of the bargaining unit. As soon as the reply is in it's possible to compare the proposed descriptions, and the discrepancies appear. And on that basis, it's possible for the registrar and his staff to at least get some idea of the ambit of the dispute and then make inquiries of the parties as to what they're really talking about.

Mr. Bounsall: You see this as inquiries from the board, rather than a person called an examiner going down and collecting the information?

Mr. T. E. Armstrong: We have recently created what we call a resident examiner, whose primary responsibility it is, as soon as a reply comes in, to make this kind of check and to contact the parties by telephone and, if necessary, go and see them in an effort to reduce the area of dispute, and to report to the board. The board is then able to make a judgement as to whether the remaining dispute is of sufficient complexity to warrant a formal post-hearing examiner's inquiry, or whether the board can handle it directly by way of evidence at the scheduled hearing.

Mr. Bounsall: This is a new post you've created, the resident examiner?

Mr. T. E. Armstrong: Well, we've always had examiners.

Mr. Bounsall: A new function?

Mr. T. E. Armstrong: The resident examiner is simply the senior examiner who has now been given this task.

Mr. Bounsall: He's been given this new task and function?

Mr. T. E. Armstrong: Yes.

Mr. Chairman: Mr. Reid.

Mr. T. P. Reid (Rainy River): Yes, I'll be brief. I don't think we have to go over the things I've already said in my opening remarks about the problems of certification and problems of first agreements, or go over those figures.

I would like some kind of explanation on your figures for certification; the ones the OFL have are somewhat different. But regardless, in 1972-1973 in non-construction, 485 certificates were issued and 405 got agreement. So, in that case obviously there were 80 bargaining units that were certified and didn't get agreements. I raise again with the minister the possibility of some kind of first contract minimum set down, so that after a certain period of time there will be a minimum contract go into effect. I know that's an oversimplification and it's perhaps difficult to do. But have you given that some thought?

Hon. J. P. MacBeth (Minister of Labour): Mr. Chairman, I would ask Mr. Johnston to say a word or two on this first contract matter. I know you've spoken about it in the House, Mr. Reid. I've given some thought to it. It raises some questions. I know the difficulties. I understand there are only one or two jurisdictions in Canada where they have experimented with it and I think Mr. Johnston has some information in connection with them.

Mr. R. D. Johnston (Deputy Minister): I stand to be corrected as to whether I've got the figures exact. The only system I'm aware of that attempts to have a third party write the first agreement or bring a first agreement to pass where the parties haven't been able to arrive at one, is in the new legislation in British Columbia. It has only been in force about a year. It was attacked on both sides when it was brought in because even the unions felt it was a form of compulsory arbitration, and they were against the principle.

In fact, however, the system has been a little misadvertised because it has been perceived abroad as being a system whereby every time the parties have a kind of stand-off in bargaining on a first agreement there'll be an agreement superimposed on the parties. In fact the Act in British Columbia requires this remedy only where one or other side has been bargaining in bad faith—and we don't want to reopen the discussion of what constitutes bad faith.

Mr. Reid: We don't want to go through that again.

Mr. R. D. Johnston: In any event that's the basis on which it works.

I'm advised—and I stand to be corrected on how exact these figures are—that in the year that section has been in force there have only been about a dozen applications for first agreement arbitration and the board in its wisdom has only granted the relief in about three or four cases. So in the majority they weren't prepared to accept there had been bad faith bargaining and therefore they weren't prepared to superimpose a first agreement.

It is an interesting device. One that, certainly on the face of it, would seem to put an extra onus on people to bargain in good faith, and that's probably its chief merit. We are examining it.

Mr. Reid: All right.

Mr. R. D. Johnston: On the statistical question you asked as to the reconciliation of our

figures and the OFL's, maybe Mr. Kinley would have a comment on that.

Hon. Mr. MacBeth: Better have a microphone there, Mr. Kinley.

Mr. J. R. Kinley (Director, Research Branch): Some preliminary figures were released from the ministry to the OFL and they used them. I don't think there is any criticism of them for doing so. The figures were not quite correct. The figures that I sent you yesterday and which I believe you quoted just now are the correct ones for the year of 1972-1973 and for the two preceding years.

Mr. Reid: Thank you.

Mr. Kinley: That's page 36 of that document.

Mr. Reid: Yes, I've gone through this document and digested it and I understand what you mean when you say that it's raw data and sometimes hard to get through.

I just have one further thing and it's just to clarify something in my mind. Did you give us the commitment, Mr. Minister, that you were going to bring in some amendments to the Labour Relations Act in regard to certifications and other things?

Hon. Mr. MacBeth: No, sir, I gave no commitment—at least I don't recall giving a commitment, I've indicated it was under study and I hoped to bring in some amendments in the new year.

Mr. Reid: That will include the matter, for instance, of an employee being fired for union activity, shifting the onus and so on.

Hon. Mr. MacBeth: I talked about shifting onus last night.

Mr. Reid: Yes.

Hon. Mr. MacBeth: But although I was talking about it, the problem is still before the ministry and we haven't come to any definite conclusion. I'm hoping that will be dealt with, but I don't want that taken as a commitment.

Mr. Reid: Could I just ask again, Mr. Armstrong, how long does the certification process take on an average? I know it will vary from case to case, but it seems to me that one of the largest complaints I've had from unions or people trying to get organized is the length of time it takes to become certified.

Mr. T. E. Armstrong: Perhaps Mr. Kinley is the best one to answer this in detail. Deal-

ing with the 1973-1974 fiscal year you have, I think, seen table D (1); in that year 50 per cent of the cases were disposed of in under 28 days. I should perhaps say that the average time to schedule a certification case from filing to hearing is between two and three weeks. So those cases that would be disposed of in under 28 days would be cases in which the elapsed time between the hearing and the decision would be a week or so.

Mr. Reid: I am concerned, of course, with the one at the other end of the scale.

Mr. T. E. Armstrong: Right. There is a summary of the ones that take a longer period on page 21 of the document. As I attempted to point out last night, there are varying reasons for the prolongation of these hearings, some of them I think will be handled to some extent by some of our new procedures. The board, I suppose, must bear some responsibility for some which dragged on.

Mr. Reid: Okay. We went over that.

Mr. Chairman: Shall this item carry?

Item 3 agreed to.

Mr. Chairman: Item 4, Labour-Management Arbitration Commission.

Mr. Reid: I have a few questions about this, Mr. Chairman. You've got 44 arbitrators who you say are active. You mention also in your report that the criteria have been established and I would just like to have it on the record what the criteria are for an arbitrator.

Hon. Mr. MacBeth: Mr. Rose is with us; he is the registrar of the Labour-Management Arbitration Commission. Mr. Rose, if you can find a chair some place. I see this row over here has lots of vacancies.

Mr. Reid: As a matter of fact, there are a lot of vacancies generally.

Hon. Mr. MacBeth: If you'd briefly set out the criteria for picking a good arbitrator.

Mr. D. W. Rose (Counsel and Registrar, Ontario Labour - Management Arbitration Commission): Mr. Chairman, in answer to Mr. Reid's request, I have the criteria in hand. The list of criteria approved by the commission are as follows: Acceptability; experience in the arbitration process, either as chairman or in presenting cases to boards of arbitration, or sitting as a nominee of parties on arbitrations.

Mr. Reid: How about availability?

Mr. Rose: Availability is just one of these problems that is faced when you have two or three very busy full-time arbitrators and the rest are, in the main, people with other positions such as professors and so on.

Mr. Reid: Those three that you mentioned are the only three criteria or did I cut you off?

Mr. Rose: Those are the only two real criteria. I can give you a copy.

Mr. Reid: I would appreciate that.

Mr. Rose: I will arrange to have a copy for you.

Mr. Reid: How many of the current crop, if I may put it that way, of 44 are full-time arbitrators?

Mr. Rose: There are really four.

Mr. Reid: And the rest are either university professors—

Mr. Rose: Or practising law, something of that sort.

Mr. Reid: May I ask you the same question that I asked Mr. Armstrong last night and again today?

Mr. Rose: Sure.

Mr. Reid: How long does it take for an arbitration proceeding usually? Once they have gone through the other steps to get to you, then how long does it take?

Mr. Rose: It will depend on the arbitrator who has been chosen by the parties. In 85 per cent of the cases the arbitrators are chosen by the parties, either the chairman or the sole arbitrators, as the case may be. To a degree it depends upon how busy the arbitrator is as to how long it will be before his award is handed down. And some of the very busy arbitrators hand their awards down in very short order.

I would say that we would expect an arbitrator on a discharge case to hand his award down within two weeks and in not more than 30 days; on other cases about two months.

Mr. Reid: Do we want to make a distinction here between rights and other—

Mr. Rose: I am talking about rights arbitration.

Mr. Reid: You are talking about rights arbitration.

Mr. Rose: Now in the case of interest arbitrations which are involved in the hospital labour disputes arbitration under the Hospital Labour Disputes Arbitration Act the average is five months from the date the first nominee has been chosen by the parties to the date—

Mr. Reid: The award is—

Mr. Rose: —the award is actually handed down.

Mr. Reid: That's in the hospitals?

Mr. Rose: In the hospitals, yes.

Mr. Reid: How about legislated ones? For instance, why did it take two years for the elevator—

Mr. Rose: Because they had to start it over again. When they were almost finished, a member resigned and they had to start all over again. All the evidence had to be reheard.

Mr. Reid: Would you like to make an educated guess how long it will take for the TTC settlement?

Mr. Rose: I wouldn't guess. We have nothing to do with that facet—

Mr. Reid: I understand. I want to ask one other question if I may? What are the arbitrators paid and who pays them?

Mr. Rose: In the case of the rights arbitrations, they are paid by the parties. In the case of the interest arbitrations under the Hospital Labour Disputes Arbitration Act they are paid by the province. And in that case the chairman gets \$200 per day and the side members are entitled to \$100 per day.

Mr. Reid: I want to get that on the record because I have been fighting with someone who insists that one arbitrator is getting \$750 a day. Do you have somebody in that bracket?

Mr. Rose: Well, there's an arbitrator under retainer who was paid that much for every arbitration he took. The only time that he got an increased amount it would be at \$125 or \$150 a day, when the hearing actually took two days or more.

Mr. Reid: I am sorry?

Mr. R. D. Johnston: I think that needs a little clarification.

Mr. Reid: I think so.

Mr. R. D. Johnston: I think the confusion is between what is the per diem rate and what the average arbitrator would charge for a case. The average case probably takes two to four days, so \$700 for a case wouldn't be far off the average for a 2½ to 3½-day case.

In the case that Mr. Rose refers to, you will recall that there was before, as there is now, a criticism of the delay particularly in handling hospital arbitrations. At the time of the amendments a couple of years ago we took some action to try and cope with that because the main problem at that time seemed to be the availability of good chairmen.

One of the things we did to meet that problem was to get one of the very acceptable arbitrators who did hospital work to set aside time, more or less in advance, for hospital arbitrations so we wouldn't always have to wait three months to get him. He would set aside a day or so each month and hold that time for hospital arbitrations.

He was put on that arrangement after consultation with the interested parties who agreed that he was a good chairman and that it would be helpful to have him available, and in his case we guaranteed him so many cases at an average cost of \$750. As it happened he had no trouble using up the quota because there was lots of work. That may be where your figure comes from. But it is certainly not that kind of money per day by any stretch of the imagination.

Mr. Reid: Do you find—

Mr. R. D. Johnston: I would add one other thing, because it goes to the question of delay. We found out after we thought we had fixed that problem that there was just as much of a problem in delay with the availability of the side members, the union and management nominees—I might say particularly on the union side. A number of the unions, in the hospital field particularly, wanted to use one or two people, and they would wait one month or two months longer than they would otherwise have to wait in the interests of having that nominee. We found since we made this other change, by supplying more arbitrators much of the delay problem shifted to the sidemen. This has given rise, at least to the minds of some people, as to whether we shouldn't move to a single arbitrator in that field.

Mr. Reid: Well fine.

Mr. Bounsall: Is the length of time in hospital arbitrations pretty well the maximum five months?

Mr. R. D. Johnston: I think that is the sort of average, if I understand Mr. Rose correctly.

Mr. Rose: That is the average.

Mr. Bounsall: That is the average?

Mr. Reid: Do you feel that 44 people is enough?

Mr. R. D. Johnston: You could have 200 and you would have no better situation if the parties didn't really want to use 140 of them. It is a question of how many are acceptable and, of course, available.

Mr. Reid: How many, or are any, of the 44 from union ranks, or working ranks, or whatever? As opposed to—

Mr. R. D. Johnston: In terms of their background?

Mr. Reid: Yes.

Mr. R. D. Johnston: I think so.

Mr. Reid: One of the complaints I get most often is that someone who is arbitrating doesn't know anything about driving a truck or running a forklift or that sort of thing.

Mr. Rose: There are arbitrators who started out in the union ranks who are approved arbitrators.

Hon. Mr. MacBeth: Have you any idea of the number, Mr. Rose?

Mr. Rose: I know Mr. Charney is one who started out working in the union movement.

Mr. Reid: The criticism I get is that very often an arbitrator—and I realize that they are usually mutually agreed on—has really no background or understanding of the particular conditions with which he is dealing concerning the arbitration. I don't know if that is fair. I would like to know your opinion.

Mr. Rose: An arbitrator—and when I talk of an arbitrator I am talking about the chairman or sole arbitrator as the case may be—is in the same position as a judge. He has to hear the evidence, and he has to determine the result on the evidence that is produced. If he is working on his background knowledge, the parties will never know why he

made the decision. In other words, if he is his own expert witness, he is not subjected to cross-examination by either side and, therefore, they have no idea as to why he has made his decision—except that they may suspect that it is his past knowledge.

No, I think in fairness, the arbitrator is the judge; the parties have to submit the evidence to him, describe the matter. He can go and view the scene if it is necessary. If it is a particular area of a factory or something of that sort, he is empowered to go and view it—of course accompanied by the parties and their legal advisers. He is not to be expected to go wandering around—

Mr. Reid: By himself.

Mr. Rose: By himself. In one particular case he wandered around and talked to the various employees and then made his decision. That was reversed, of course, by the court.

Mr. Chairman: Mr. Bounsall.

Mr. Bounsall: Yes, a couple of questions here as well. One of the criteria for an arbitrator is acceptability. I am interested in how they finally become acceptable. You have 17 who are tentatively approved, but because of lack of experience in the arbitration field itself, have not really become mutually acceptable yet. How will the 17 ever get out of this limbo?

Mr. Rose: Some of them have gotten out of the limbo. A large number now of the approved arbitrators—I would say approximately 20—rose from tentative arbitrators to full arbitrators. One of the lady arbitrators who was added to the list within the past year has already been chosen mutually by the two parties.

Mr. Bounsall: Who are the ladies by the way?

Mr. Rose: Dr. Betcherman and Prof. Brent.

Mr. Bounsall: There are three, aren't there?

Mr. Rose: The third is not active because she is a member of the Legislature; Mrs. Campbell.

Mr. Bounsall: That is the third referred to.

Mr. W. H. Dickie (Assistant Deputy Minister, Industrial Relations): You are asking how they get their experience and acceptability. We have about 200 ministerial appointments per year. This is where the parties do not agree to the chairman or the arbi-

trator, and a ministerial appointment is made. This is where we are able to give those people on the tentative list an opportunity, because we see the grievance. They are given that opportunity to get some experience, and through that experience they will then proceed on, hopefully, to the permanent list. That is the way they get their experience—and exposure which is very important.

Mr. Bounsall: Is there an average length of time over the years that people have remained on the tentative list? Or is that not at all the kind of criterion one should be using? Or is your reply, "Look, 60 per cent of them move off very quickly and 40 per cent remain forever"?

Mr. Rose: It is hard to give a figure on that at this time. But I would say that there are a few who are still on the tentative list and have been for several years.

Mr. R. Haggerty (Welland South): How are the salaries paid, on a per diem rate or so much a sitting?

Mr. Rose: On rights arbitrations, the arbitrator sets the fee and under section 37 of the Act the parties pay an equal portion of the fee, half and half.

Mr. Haggerty: What is the fee usually on that?

Mr. Rose: It is averaging approximately \$450 per arbitration—a one-day hearing plus writing the award.

Mr. Haggerty: And what do the members get?

Mr. Rose: The side members?

Mr. Haggerty: Yes.

Mr. Rose: In rights arbitration that is a matter purely up to the parties employing them. I have no idea what they get.

Mr. Bounsall: I assume that by the word "panel" in your explanatory material, you mean the panel of these 48 arbitrators you have? Is that what you mean by panel?

Mr. Rose: I think you might say that the panel is comprised of the 44 or 48 arbitrators and the list that we provide under the regulations is five. If the parties ask for a list, we provide them a list.

Mr. Bounsall: Of five usually?

Mr. Rose: Five. We subsequently have changed that to not only five but have also given them two tentatives, a total of seven.

Whenever a request for a ministerial appointment is made, the first step that we take is to provide them with a list of five approved arbitrators and two tentatively approved arbitrators.

Mr. Bounsall: Right. Now, if you don't agree on an arbitrator from that five plus two?

Mr. Rose: Then it is a ministerial appointment.

Mr. Bounsall: We've heard that he makes some of his appointments from his list of 17 tentatives; does he ever make an appointment from amongst the 48?

Mr. Rose: Oh yes.

Mr. Bounsall: In other words, that is fairly common as well?

Mr. Rose: Yes.

Mr. Bounsall: And you are only given this one list of five and two?

Mr. Rose: Yes.

Mr. Bounsall: And then the appointments are made elsewhere?

Mr. Rose: It has been very successful, I may say.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Yes, I wanted to discuss this paragraph dealing with the Ontario Labour-Management Arbitration Commission. It says here:

(c) where a board of arbitration fails to render a decision within a reasonable time, the registrar is required to notify the minister in order that he may issue any necessary orders to ensure that the decision of the board will be made without delay.

From all our discussions here I thought the minister was impartial and wasn't supposed to interfere with such important matters. Now I find that he can give some direction in labour disputes. Would you like to clarify that?

Mr. R. D. Johnston: Surely there is a difference between the kind of direction that was being talked about here a day or two ago, which was that he should form a judgement as to whether one party or another was acting in bad faith, and the discretion that he is asked to exercise here, which is simply to find out if the arbitration award is about to arrive and if not, to try and get it moving?

Hon. Mr. MacBeth: It is more of an administrative judgement in that case.

Mr. Haggerty: What do you mean by "reasonable time"? I am thinking about the Hydro arbitration case. I think it wasn't settled even after a year.

Hon. Mr. MacBeth: I think reasonable time again has to depend upon the circumstances and the amount of evidence. Now, as you know, we discussed last night the matter before the Labour Relations Board that took what we decided was an unreasonable time. I would think if the machinery has bogged down, then it becomes unreasonable time. But if it is an extensive hearing with a great deal of evidence to look at, then you can assume that it should go on for some time.

Mr. Haggerty: Surely it doesn't take a year to bring down arbitration?

Hon. Mr. MacBeth: Well, I wouldn't think so.

Mr. Haggerty: But it has in the past, and this is what is wrong with the system of labour arbitration and labour matters. It's too long.

Hon. Mr. MacBeth: If any of the parties draw them to my attention, I consider part of my responsibility to see what is the reason for the delay.

Mr. Haggerty: How often have you stepped into the picture since you became minister?

Hon. Mr. MacBeth: I don't think any of them have been drawn to my attention so far.

Mr. Haggerty: What about the Civil Service Association? They are having some problems right now and it is taking a long time to get the issues before government. Go ahead and give me your answer on that.

Hon. Mr. MacBeth: That is not under this Act, as you are now aware.

Mr. Haggerty: What Act does it come under?

Hon. Mr. MacBeth: The Crown Employees Collective Bargaining Act.

Mr. Reid: A black day in labour history.

Mr. Chairman: Shall this item carry?

Mr. Bounsall: Mr. Chairman, just before this item carries—which would end the whole vote on the industrial relations programme—there is one item that I would like to bring

to your attention, Mr. Minister. It reached my hands only about an hour ago and deals with the area of industrial relations. It is rather a serious problem. I prefer to bring it up here, rather than in the question period, but I could do it either way. It concerns the strike situation at Dominion Wire in Tillsonburg.

They have been on strike since July 19. There has been a mediator involved, Mr. Mancini, I believe, and he met with the parties last Monday night here in Toronto. The final offer has come down, however, and this is where the seriousness of it arises. The union, local 7881 of the steelworkers, was told apparently late Tuesday night that they were to accept the final company offer or the company would be closing down on Monday—and "Take your choice."

It's a plant which produces brake cable. Apparently there is another plant in Stratford, maybe the parent plant, Dominion Chain, which manufactures some of the same products. All of this work could possibly be done in that Stratford plant.

This is a company which in 1971 got a \$100,000 performance loan from the Ontario Development Corp. And here we have them in a labour dispute saying to their employees, "You accept our final offer; if you don't we are closing down on Monday." Surely this is a situation that cries out for intervention, and pretty quickly.

Hon. Mr. MacBeth: My information on that strike is that it started on July 20 and it has been in mediation in the hands of Mr. Terry Mancini. That is the information I have.

I don't know what action you think the government should take, or the ministry should take. If they are using that as a threat without foundation, then I don't like that either.

Mr. Reid: What do you mean, without foundation?

Hon. Mr. MacBeth: It may be a fact that they do intend to close down. Whether we should have power to order a company to continue, despite what their conditions of operation are, is another matter. I would be glad to hear your thoughts on what you think we should do. You mentioned they had received a \$100,000 performance loan—maybe that is an indication they are in need of financial help.

Mr. Bounsall: This was to build the plant in the first place.

Hon. Mr. MacBeth: I am quite happy to have Mr. Dickie speak to this. Doubtless he has specific information in regard to this case.

Mr. Dickie: We usually have specific information; we don't happen to have it on this one, but I can tell you that we can have it in minutes. I will check it out with the office right now and give you a report on it, because I am sure our people are involved in it. Mr. Mancini is one of our top mediators. We have an involvement and rather than speculate about what it is all about, I'd rather get the information for you.

Mr. Bounsall: Thank you.

Mr. Dickie: You will have it in your hands promptly.

Mr. Bounsall: Okay. Mr. Minister, if this is the case, this has all the connotations of the classical cases of plant shutdowns and plant relocations. Presumably if they can give them some sort of an offer, a slightly higher offer that isn't going to break them to the point where they have to shut, this is where you or your staff should get really involved. You should say, "Look, if the reason for shutting down is monetary, if you can't pay that extra 45 cents an hour"—which is the union position in the first year of the contract—"prove it to us."

Mr. Haggerty: How do you prove it when there is no—

Mr. Bounsall: Open the books. It begs your involvement if this is the case.

Hon. Mr. MacBeth: As I said, I don't like them using this as a threat. But if it is a fact that the company does intend to close its operations because of the economics, maybe it should be able to make that announcement. That's why I wonder whether it's a fact or just a hollow sort of threat.

Mr. Bounsall: It's a pretty disturbing threat. The workers presumably are now faced with the plant closing down on Monday unless they accept the final offer.

The base rate for the vast majority of the workers in the plant is \$2.26 an hour for females and \$2.61 an hour for males. The company has offered 30 cents in the first year and 20 cents plus a cost-of-living allowance of one cent per 0.6 per cent increase in the second year.

It doesn't seem to me that the union offer is that far apart. Wages appear to be the main problem, if not the only one. They are requesting 75 cents in the first year

and 65 cents in the second plus the same cost-of-living allowance. They've agreed on the cost-of-living allowance in the second year.

It seems to me that the difference between 30 cents an hour and 75 cents an hour, at these base low wages in any event, can't surely be enough to cause the company to contemplate closure. If so, that would be interesting for you to determine.

Hon. Mr. MacBeth: As far as I know, I don't think there is any jurisdiction in any place that has the authority to order a company to continue if they decide, for various reasons, that they want to close down their operation in a particular location.

I've already said I don't like it being used as a threat to say, "Get back to work or else we'll close." But somewhere along the line, in some operations, presumably there is a point where it becomes uneconomical to operate. And if they are simply telling the workers this is the case, I don't see anything very much the matter with it.

At the same time, I don't know whether the ministry is in any great position to examine the books of the company and say, "We believe you can carry on here, therefore we're going to order you to carry on."

Mr. Bounsall: But if paying that sort of requested increase, a 45-cent-per-hour difference in the first year, is the reason they are going to go bankrupt—and there is nothing that forces them to open their books to you—then surely you must bring the weight of your office to bear. If their statement is that they can't afford to go on, you must use the weight of your office and say: "Look, we don't believe in plant shutdowns. We don't believe in relocations. We don't believe in the Province of Ontario having to spend public funds in terms of the time of officers from our employment standards branch enforcing the termination sections of our Act unless you can prove the case."

This begs intervention. You can't force them to open up the books and prove it; but by the very weight of your going in and saying: "Look, why don't you prove that you have to close down?" it might cause some sort of a response.

Hon. Mr. MacBeth: I am not averse to going in and lending the kind of encouragement that you are suggesting. In this particular case, Mr. Dickie has just left to see whether he can't get some more up-to-date information on it and he may have it for us shortly.

Mr. Haggerty: Mr. Minister, one of the recommendations in the Woods task force on labour set up by the federal government was based upon what we are discussing right at the present time. Where there is a question of financial difficulties, they have suggested that legislation should be prepared to include the requirement that when it comes to bargaining the unions and the people at the bargaining table would have access to the company's books. In other words, they would have the right to question anything that they are bargaining for. The company says: "We are not in a financial condition right now to give you a 35-cent raise," or something like that, "but we can give you 25 or 30 cents." They made that recommendation that the books should be opened.

Hon. Mr. MacBeth: I really haven't put my mind to that subject to decide whether that is a good idea or not that they should have that right. I can think of many good reasons why you can't open the books of any and every company. A lot of them don't want their competition to know what position they are in, other than through the kind of statements they make public.

Is there any way of guaranteeing that the books of a company opened to union membership, so that they could be cross-examined on their statement that they are unable to financially pay more, would remain confidential at that point?

Mr. Haggerty: The reason I raise that question to you was that I have seen where companies have gone under for the reason that they couldn't afford to give the money that was requested by the union, but bowed to them anyway and eventually they went bankrupt.

Hon. Mr. MacBeth: That is what I am saying. If there is the possibility that this may be the straw that breaks the camel's back, I am saying there is no reason why the membership shouldn't know it.

Mr. Haggerty: They are not aware of it if they can't have the information.

Hon. Mr. MacBeth: I wouldn't want to say that they couldn't use that statement. However, if it's just a hollow bargaining threat, I don't like companies using it. First of all, I suppose because it's not truthful.

(Who should be the arbitrator of whether it is the straw that's going to break the camel's back is another matter. Should that be the union? Should that be the ministry? I am quite happy to go in and persuade, if I can,

that they should stay open and they should continue to operate and use whatever strength or power my ministry and its officers may have. Again you are asking me perhaps—at least in Mr. Bounsall's position—to make the decision whether this is the turning point in the company's success.

Mr. Bounsall: You have no power to force them to open their books to prove that point, but it's surprising what might come forth if you asked them to do that.

Hon. Mr. MacBeth: On this one, Mr. Dickie has gone to get some information and he may have more factual information than any of the rest of us here have. But, as I say, I'm prepared to do what you are suggesting if it appears to be reasonable.

Mr. Bounsall: It involves 75 employees in the town of Tillsonburg. It's not that large a town. I wouldn't think this is going to have an unnoticed effect upon the town should this closedown occur.

Mr. Chairman: Shall item 4 carry? Vote 2103 carried?

(Vote 2103 agreed to.)

On vote 2104:

Mr. Reid: Are we on 2104, Mr. Chairman?

Mr. Chairman: Yes, vote 2104.

Mr. Reid: I may be wrong, but I understand we don't have a chairman of the Human Rights Commission at the moment.

Hon. Mr. MacBeth: No we don't, but we have the—

Mr. Reid: We are going to spend the money anyway.

Hon. Mr. MacBeth: —assistant director of the branch with us here today, who is Mr. George Brown. Maybe you could come up to the corner here, Mr. Brown, so you would be prepared to answer some questions.

No, we don't have a chairman at the present time.

Mr. Reid: How long is it—

Hon. Mr. MacBeth: Mr. Dan Hill, the previous chairman, who was there full-time, retired on Dec. 31 last year. Since I came, I have been searching for a prestige appointment, for somebody who has the respect of all people operating in the Human Rights Commission. That search still continues. We have good people on the commission at the present time. I am looking, I suppose, for a

name that is nationally known to fill the job. I would welcome any suggestions from—

Mr. Reid: What is the salary?

Hon. Mr. MacBeth: I guess that is it right there, is it Mr. Johnston? No that's the office of the chairman. Do you know?

Mr. R. D. Johnston: One of the complications on that is how the job has been filled. We have had two chairmen over the years. One of them served on a part-time basis and one served on a full-time basis.

Mr. Reid: I was willing to put my name in, but as the member for Brantford (Mr. Beckett) pointed out, maybe I don't have national exposure.

Mr. R. D. Johnston: Which basis did you want it on?

Hon. Mr. MacBeth: I am not so sure you would qualify as "nationally recognized".

Mr. Reid: You would be surprised the letters I got on that hockey business.

Mr. R. D. Johnston: A household word.

Mr. Reid: That's right.

Mr. C. E. McIlveen (Oshawa): That means you could get selected without knowing anything about the subject.

Mr. Reid: Some people get elected to the Legislature the same way.

Mr. McIlveen: They sure do.

Mr. Reid: So I take it the search is continuing, and Mr. McPhee is pretty well running things then?

Hon. Mr. MacBeth: No, Mr. Currie, a professor at Trent University, is acting chairman of the commission at the present time. The Human Rights Commission are holding meetings, and they are the ones who make the decisions. But Mr. McPhee is the branch director, and he is on full-time staff at the ministry. But he has one of those divided responsibilities. He talks to the commission, and he also talks to me.

Mr. Reid: I have been very impressed myself, after having been involved in a couple of matters under the Human Rights Code, with the work it is doing at least, from what little I know about it.

One thing that concerns me is that those people who probably should be approaching the Human Rights Commission are those

who may be least aware of the commission and what it does. I am talking about immigrants, and in particular our Indian population.

Can you give me some idea of the breakdown of cases that you have, Mr. Brown—particularly how many of them relate to the Indian population?

Hon. Mr. MacBeth: Just before Mr. Brown gives those figures—and I am sure he has some—this, Mr. Reid, is of concern to the commission, I know. As you say, the people who need the commission's services most are the ones very often who are most reluctant to appeal to it—New Canadians, or those who are uneducated and not aware of it.

We are doing our best, by way of education and by publications, to reach them. But again, with people who are not well educated, even publications often don't have any effect on them. And many of them, I think, are a little timid about going to the authorities. Mr. Brown, maybe you can enlarge on that.

Mr. G. A. Brown (Assistant Director, Ontario Human Rights Branch): I would not have the figures for the native Indian population. I can give your gross figures with respect to race.

Mr. Reid: How do they break down?

Mr. Brown: Race, 38.9 per cent of the total complaint load. Sex and marital status, 19 per cent.

Mr. Reid: Nineteen?

Mr. Brown: Nineteen. National ancestry, 17 per cent. Religion is 5.2 per cent. Age, 8.6 per cent. Other—we have a catch-all under which we take complaints even though they are not strictly within the four corners of the code. They involve, say, people who are handicapped, epileptic, people who cannot get jobs and who then come to the commission.

One of the problems of the commission is that often people come to us as a matter of last resort when they have tried all other agencies. So we do take complaints on those bases.

The question of native people—we are conscious of this. A lot of our literature is in Ojibway, for example. We have officers in the north who speak the native language and go into the reserves. But the assumption of the code is that we try to equalize oppor-

tunity. So, if a native person who is not skilled applies for a job, his chances of success against somebody with a skill, is nil.

We are developing a section within the commission which we call an affirmative action section. What we hope to do is go in and talk with employers and try to see if they will, on a voluntary basis, develop a programme to assist particular groups such as native Indians who must have special programmes to enable them to compete on an equal basis.

Mr. Reid: The section relating to sex discrimination, if that section relates to women, that is now under the Women's Bureau, is it not? Do you still handle those cases under the Human Rights Code?

Mr. Brown: The enforcement section is in the code. Discrimination, on the basis of sex and marital status, has been in the code since 1972.

Mr. Reid: I was under the impression that the Women's Bureau, or the Women Crown Employees Act, or whatever, of the Ministry of Labour, handled those particular cases. That is not correct?

Mr. Haggerty: Not the enforcement aspects.

Hon. Mr. MacBeth: If there is a complaint that there has been discrimination on the basis of sex, it goes to the commission.

Mr. Reid: How many Human Rights officers do you have at the moment?

Mr. Brown: At the present time, approximately 29. We do not count the director. We have a total staff of 30, not including those who work in the storefront that services the working people on a casual basis.

Mr. Reid: How many cases did you handle last year? Do you have a grand total?

Mr. Brown: Yes, I think so. In 1973-1974, we had a total of 2,254 complaints.

Mr. Reid: How long does it take you, on an average—because we have been talking about time more than anything else on this—from the time you get a complaint until you resolve it one way or the other?

Mr. Brown: As a rule of thumb, the commission generally argues for three weeks, but it varies. This would be an average, but the variation could be anywhere from one day to one year.

Mr. Reid: How many of these ultimately wound up in court? How many did you have to go the full throttle and take into court to resolve the matter?

Mr. Brown: When we say court, approximately five per cent of the cases go to what we call the board of inquiry. That is the next step when we cannot settle it.

Mr. Reid: Right.

Mr. Brown: Prosecution would be in the courts when people do not carry out the order of the board of inquiry. It would be what we call prosecution.

Mr. Reid: That's what I mean.

Mr. Brown: We have had about two or three prosecutions under the code since 1962.

Mr. Reid: You have had pretty good success with the board of inquiry method and most people are willing to comply once it has been brought to their attention?

Mr. Brown: That's correct.

Mr. Chairman: Any other discussion? Mr. Bounsall?

Mr. Bounsall: Yes, I would like to get on, Mr. Chairman, as soon as I can consult with my friend.

Yesterday, I was quite interested to see the interim report on the task force on section 4(1)(g) of the Ontario Human Rights Code. Looking at that report I have only one other comment. I would just say you should implement it. This report is a good one. Why don't you just implement it?

There is only one area that I would question. I refer to where the report recommends a common-law spouse should be deemed to have marriage status for all aspects of employee benefits, notwithstanding the administrative difficulties in determining the common-law status. What is disappointing to me, however, is that they felt it inappropriate to help define common-law status and preferred to leave it to the individual plans.

That is disappointing. We recommend that it must be included as a definition in all of the plans, and not leave it to the planners themselves to decide upon the definition of what is common-law. It seems to me that in a couple of areas at least they could have suggested a definition based on existing definitions which do pertain.

Under the Workmen's Compensation Board, a common-law spouse is deemed to be eligible for death benefits if the couple

have lived together continuously for six years immediately prior to the death, or two years prior if there are one or more children of the union. The Ontario Public Service Superannuation Act has seven years in it, and the Federal Service Superannuation Act has the same seven years.

OHIP has a rather interesting—and you could see where it applies—operable definition: If the couple are living together and are publicly represented as man and wife, then for the ongoing once-every-three months payment that is considered to be common-law and equivalent to marriage status. I can see in OHIP—where it's something which can be terminated at any given time—where that's a good, operable definition. However, when one looks at the benefits that are by and large dealt with—the pensions, the life insurance, the short-term and long-term disability insurance and so on—it would strike me that they are not considering that many categories of benefits in this interim task force report, and that they could have made an attempt to make suggestions under each category.

For example, under life insurance you are dealing with the same type of thing which the Workmen's Compensation Board has to confront, and has confronted, and it has made a decision on it. The section of the Workmen's Compensation Act that has the six years with no children and the two years with children clauses is that section dealing with a death in the workplace. Life insurance involves a death. Here you have a direct comparison. Here is the Workmen's Compensation Board having made a decision. They might say, looking at that Workmen's Compensation Board category, that that six years might be too long, or that two years is too short, but Workmen's Compensation, in the very area of death, has made a determination. I'm disappointed that, for the few small categories with which they have to deal, an appropriate suggestion could not have been made as to what should be the definition of common-law, and for Workmen's Compensation it is directly equivalent to life insurance.

Again, the definition of common-law in most of the areas seems to involve companionship or living together for years immediately prior to a certain point. I can't see why that could not have also been carried over into the pension field. They could have said: "That's the area we want defined, and at present we'll leave that unresolved because we can't make up our minds," I know there's another argument that would evolve in pensions, and that would be a situation where a common-law union has existed

for some years—for perhaps a great many number of years; 10 or 12 years or more—and just before a pension is received, where you would get survivor's benefits and so on, the common-law arrangement terminated. I can see where one would have an argument, because of having lived together the 10, 12 or more years, that there should be some consideration given to the surviving spouse on pensions, but apart from my disappointment with their not defining common-law status as it pertained to the various plans, I would say to you, take this interim task force report and implement it.

I would also be interested in hearing your comments on the common-law status.

Hon. Mr. MacBeth: Mr. Johnston, as you know, was chairman of that committee. The matters are pretty involved, I am glad to see you called on Mr. Renwick for some assistance on it because I know he is an authority on matters of pensions and insurance.

Mr. J. A. Renwick (Riverdale): Thank you very much, I am not.

Mr. Bounsall: I called him in so he would be impressed by my remarks.

Hon. Mr. MacBeth: I was impressed by your remarks. But Mr. Johnston, I think, has some reasons why they didn't try to incorporate some of these other accepted terminologies in other schemes and he is prepared to expound on it.

Mr. R. D. Johnston: I am not going to expound at much length because I am going to preface my remarks by saying that the chairman of this task force knew less and knows less about this subject than some of the members of the task force and certainly less than the collectivity of the members of the task force.

If you have thumbed through the report you will know it is a pretty complex and sophisticated subject. Fortunately, we had on the task force, actuaries, lawyers familiar with estate problems, people oriented towards civil rights viewpoints, and women's rights point of view. I think we had a good cross section.

You will have seen that we have recommended that this should be implemented not later than April 1, and we would hope that it will be. That is a decision of the government.

We have asked interested parties to respond to this report by Nov. 22. I would hope that we will get a response of just the kind you have given us, that may cause us to change the report in an area of this kind if

there is to be a workable suggestion that would be acceptable.

On the common-law question, we did wrestle with this problem of definition of the common-law relationship—at length; I would say on an accumulative time basis we probably spent three or four days, at intervals, on this subject. You have set out the problem as well as I could. There are a great many different approaches to this, under various types of insurance and pension schemes, both government-run and otherwise.

Mr. Bounsall: More than are quoted in the appendices? Because there are very few in the appendices really. There is the OHIP view, and there's the Workmen's Compensation Board view, and the approaches in the Ontario and federal superannuation schemes.

Mr. R. D. Johnston: That's true, but if you turn to the private plans, which is what this is mainly going to govern, you will probably find almost as many definitions as there are plans.

We concluded, I would admit with some reluctance, that this whole business is an evolutionary thing anyway—of bringing about the elimination of discrimination in matters of this kind. We concluded we would at least be making a significant contribution by establishing the principle that common-law relationship should be recognized in plans of this kind. And we hoped and trust that a year or so of experience will show that the parties and the people who advise people on these kinds of schemes, people who write policies of these kinds, will come up with one or more definitions that will gradually gain acceptance.

I would think that the ministry would want to keep a watching brief on this, and if we find that we are getting poor definitions, or ones that are obviously just set out to frustrate the principle, then, I think, under the regulations that we are proposing be established under the Employment Standards Act to implement this kind of thing, the government could make regulations that would bring about a definition, if that was the approach. But I think it is worthy of giving it a chance to fly on the basis of simply establishing the principle, and seeing what kind of definitions emerge.

Mr. Bounsall: As you gather, I don't quite take that view. I am not surprised that in the private plans one could purchase the definitions of common-law spouse for those plans have varied all over the board. I am not surprised.

Here government agencies have made decisions. They probably have some reason as to why they made those particular decisions, but you have had government agencies in the public sector making those decisions—and when they made those decisions they must have been faced with the same thing the committee was. If they looked outside at the private schemes they would have found the same thing you did. Notwithstanding, they went ahead and they each made a decision. And I think the committee should have made a decision.

As I said, I would be pleased to hear if the reason they didn't opt for the life insurance definition, which has its direct counterpart in the Workmen's Compensation Act, was that they thought the Workmen's Compensation Act was either too tough or too lenient, the six years being too long a period without children or the two years being too short; or which provision they thought was good or whether they thought both provisions were good.

One of the categories that this task force is speaking to is the group health and medical insurance plan. OHIP has made a definition. Was something wrong with the OHIP definition that you couldn't say: "This is a good one and should apply to any private health and medical insurance plan"? You have, right in your own government sector—

Hon. Mr. MacBeth: Isn't the answer that OHIP doesn't have to fit into any other existing plans? In other words, OHIP is pretty well all-exclusive and can define and make its own definitions. But as I understand this report—and I am not going to pretend I understand very much about it—it is trying to adapt itself to many existing plans.

Mr. Bounsall: How many existing plans do you have in the health and medical insurance plan field that people take up in the Province of Ontario?

Hon. Mr. MacBeth: We are talking about life, aren't we?

Mr. Bounsall: No, they speak about the group health and medical insurance plans.

Mr. R. D. Johnston: I am happy to have the task force reconsider it because we will be meeting, I think it is Nov. 26, to consider all the responses and we will consider your remarks as they appear in Hansard as a response. We will be happy to look at it.

I take it what you are suggesting to us is that the definition that OHIP use to define the relationship under what most people call

basic health insurance ought to be carried over to supplementary health plans, which are, I guess, entirely privately run, either self-insured or insured with one of several different carriers. I can only say we would be happy to look at your suggestions.

I think I would have to say that maybe one of the things we did that might look ill-advised is that we did spend a lot of time trying to see if there was a kind of workable definition that could just have kind of universal application. Maybe we should have given more thought to several different definitions, one for insurance and one for pensions and another for disability schemes or something of this kind.

Mr. Bounsall: Well, I would hope for a universal one, but I can see — not having been part of the committee and part of the study and not very up on this kind of employee benefit in any detail—that there may well be room for one definition in one and one definition in another, because OHIP day-to-day medical coverage, or month-by-month medical coverage, does differ from a pension. And I can see where a common-law spouse could be defined differently for those two situations.

Hon. Mr. MacBeth: Your complaint was in regard only to the medical scheme, is that it?

Mr. Bounsall: No, all of them. They said, "Look, these definitions must be included in these plans," but they stopped shy of making any attempt to define that definition for the universal one or for the individual plan. And I am disappointed in that. In my mind, it is particularly glaring with the Workmen's Compensation Board. They have decided what kind of benefit is paid or what is a common-law spouse in their Act in terms of a death in the work place. And in the life insurance sector here, they say, "We don't feel it's appropriate," and they had a direct agency having it done for them.

Mr. R. D. Johnston: One other consideration that we had was that of administering whatever emerges from all this. If we set out the definitions in the regulations, then some poor officer in the employment standards branch is going to have to decide in every case where it is questioned whether a common-law relationship exists within the definition and gather whatever evidence he must to prove the relationship meets the definition.

Mr. Bounsall: But that's not impossible.

Mr. R. D. Johnston: I am not saying it's impossible.

Mr. Bounsall: You could draw experience from the Workmen's Compensation Board.

Mr. R. D. Johnston: The alternative, as we have done here, is to say, "You must write into your policies a definition." The question of whether the relationship meets the definition will largely have to be resolved by the employee, the employer and the carrier. We would only get involved where they can't resolve it amongst themselves. That would keep a lot of the administration out of the civil service.

Mr. Bounsall: I think I have covered that point in depth. I have not yet received my interim report copy, or its condensation, or anything else. I gather there's a condensation around. If it does go to all members, one mail box is somehow being missed.

Mr. Haggerty: It hasn't been sent. I haven't received it.

Mr. R. D. Johnston: Mr. Reid said he got his. I don't know what's happened to the legislative post office but I will check into it. I think maybe the summary went to every member and the full report went to the leaders of the various parties. But I can find out for you.

Mr. Bounsall: I would certainly appreciate a full report as well as the summary. But I think this is a fine report. It should be implemented. Hopefully, it doesn't have to wait until April. The whole content of it is that there shouldn't be discrimination between spouses on the basis of sex, except in those instances where there happens to be a solid actuarial basis to it, and that there be no other differences, including definitions of heads of household.

Mr. Haggerty: Mr. Chairman, the section I was interested in dealt with survivors' pension benefits. I see very little there that would answer the questions I have been pursuing in the Legislature. I am talking about plant or company pensions where the survivor is often short-changed.

If the two of them are living, the pension benefits may amount to \$400 or \$500 a month. If the partner who was employed dies, the pension to the survivor is reduced to maybe one-third. I feel this is an unfair or discriminatory practice of company pensions. The wife has played an important role in providing the male with good health and getting him off to work, and it's important she shares in a higher percentage of those benefits.

Hon. Mr. MacBeth: Mr. Chairman, as I understand it, the scope of this study was to

see that there was no discrimination on the basis of sex.

Mr. Haggerty: Well, this is discrimination on the basis of sex.

Hon. Mr. MacBeth: I think the point the member is raising, and raised the other day, is that widows, as opposed to a surviving spouse, are not necessarily treated fairly.

Mr. Haggerty: That's right.

Hon. Mr. MacBeth: The purpose of this study was that surviving spouses should be treated equally, regardless of whether they were male or female. The point you are making is that there is not sufficient provision in most pension plans for the surviving spouse. I think that end of it was beyond the scope of this—

Mr. Haggerty: This is what I said. There are many instances where this is one of the main bargaining issues—that pensions should include more benefits to the surviving spouse and—

Hon. Mr. MacBeth: I think the other day when you raised the point it was your thought that we should make greater benefits to the surviving spouse compulsory. My reply at that time was that that was something the membership should have open to them to negotiate in their bargaining.

Mr. Haggerty: It is discriminatory no matter which way you look at it. It deals with either sex. The person who has worked in the industry, if he is living, gets the full benefits. Then if he passes away, his surviving spouse gets very little. Either way you look at it, I think there should be more consideration given to that survivor. It's discrimination.

In fact, I suppose if I get into more detail on it, you can take a look at the pensions that are given to women in industry. In some cases, they are lower than they are for the male. I think it is indicated in there too. The male starts at age 21 and the female starts at 25, so in the long run a woman's pensions would be less. Hopefully, these changes will be made.

Mr. Chairman: Mr. Renwick.

Mr. Renwick: Mr. Chairman, Mr. Minister and members of the committee, I want to take a few minutes on a matter which is not one of argument or a dispute or attempting to harass the minister or the government.

Hon. Mr. MacBeth: You won't have a hard time harassing me on this subject.

Mr. Renwick: I simply need some assistance as to the appropriate response of a person like myself, who is a member of the assembly sitting for the riding of Riverdale in Toronto, on this question of the misfortune, or however you want to designate it, that I have to have the headquarters and the principal activities of the Western Guard in my riding.

My problem is not with identification of the problem. My problem is what is the appropriate response or responses which I as a member, we as members of the assembly, the government as government and the various ministries of the government should be making. I don't know the answers and I'm concerned about it. You run the gamut of response. On the one hand there is the response that these matters are matters best left alone and that to recognize them or respond to them creates the very kind of opportunity to exploit the problem that the protagonists of these views want.

On the other side, are those groups who could be designated—and I don't think I am overstating it, and I don't mean to lump anybody into a group and say what is not right—such as the committee against racism, which appears to believe that the response is to deny the right of free speech completely by disruptive tactics and confrontations, such as took place at the University of Toronto recently, when one of the professors from the United States who advocates these particular, so-called scientific theories of genetic and cultural inferiority was precluded from speaking. I think those are the two extremes. Do you do anything about it? There are the others who advocate the overthrow of free speech, freedom of opinion and the whole tradition that in the give and take of rational discussion truth will out. I'm concerned because I just don't happen to believe, as none of us do, in authoritarian forms of government.

I had the opportunity to attend a meeting in my riding quite recently with some of my constituents who are concerned about this problem. I know all of the ridings in Ontario tend to have representatives of a large number of different nationalities and races in Ontario. Mine particularly has a very substantial Greek population, a very substantial Italian population, a very substantial, traditional Anglo-Saxon population, a very substantial Chinese population, a reasonably large and growing society of the various

groups from India, the Sikhs and the Moslems, a substantial number of black people from the Caribbean and presumably, some from Africa. Mainly, they come from the Caribbean. A substantial number came, presumably, from Jamaica to England and back to Canada.

For those who don't represent ridings such as that, it is perhaps, a little difficult to put the problem into its context. As always occurs in the downtown part of the city, at the political meetings dealing with these matters you always have representatives of the Communist Party of Canada. You usually have representatives of groups which could be loosely called Maoists. The Western Guard, fortunately, didn't attend the particular meeting I attended. They resort, as you know, to violence. They did on the CITY television show, and they did at the medical centre when Oxfam was having a little ceremony with respect to the provision of a vehicle to provide assistance in the distribution of famine relief in Africa.

I wanted to keep this within the context of thinking about the responses. I wanted to try to indicate that it has become a serious problem, in my judgement, in the southern part of the city. Whether it has any hold, what effect it is having, I don't know. When I say I am asking for your thoughts and suggestions, I am really asking for guidance, because my riding happens to be one which is in that particular area. Any literature which is widely distributed in my riding, is usually from a Western Guard forming an Edmund Burke Society. God bless Edmund Burke, he would die if he knew that he was associated with this particular group.

Mr. Reid: He's probably turning to the left in his grave.

Mr. Renwick: They are running a slate of candidates in the municipal election in Toronto. They are engaged now in that kind of operation. I don't know what impact it is having. I do know, I suppose it is trite to say it, that if you have a combination of inflation and unemployment, you are likely to create social tensions and unrest, which may focus on racial questions or immigrant questions as distinct from those persons, who by accident, happen to be born here—whose parents and forefathers came here earlier.

I think it is fair to say, when I listened to the hon. Robert Andras, the Minister of Manpower and Immigration on Cross Country Checkup, with respect to the immigration questions which are now being raised, I was

very much concerned at the extent to which the calls that came in were extremely protective of the indigenous Canadian work force and appeared to be opposed to any form of immigration—probably a very legitimate response, but it seemed to verge a little bit upon a discriminatory attitude. The hon. Robert Andras has carefully stated that the immigration rules which will be developed will be objective, non-racial and non-discriminatory. People can argue about that because of the qualifications which are required, whether in fact it is discriminatory.

I want to take the liberty, if I may, Mr. Chairman, of reading one of these pieces of literature into the record, so that the assembly and others who may have an opportunity to read it will understand the kind of literature I am talking about. This literature is distributed, reasonably widely, in my riding, and causes me and the constituents in my riding immense concern because we don't know what the appropriate response is. This one is headed, "There's Been Some Changes Made and You Weren't Asked".

With increasing frequency the Western Guard Party has been receiving complaints from irate white Canadians, fed up with the deterioration of their neighbourhood environment, thanks to the Afro-Asian invasion. Predictably, Third World immigrants quickly modify their environment to conform to the unsanitary, unsightly conditions left behind.

Predominantly affected by the present shock wave are white apartment dwellers where 200,000 Afro-Asians concentrate. In a few short years white Canadians have had their environment and quality of life drastically altered for the worse. In no cases were white Canadians even consulted as to their views on this radical alteration of their environment. To monitor the racial-cultural shock, we have dispatched reporters to do a survey of Toronto's apartment complexes and fast-developing highrise ghettos.

As its racial complexion grows steadily darker, an apartment building goes through some familiar stages. The physical condition inside takes on a ramshackle appearance; garbage is strewn in the "curried" halls; elevators, walls, broadlooms are defaced and burned where applicable; cockroaches and other pests abound in the uncleanliness; plumbing is regularly rendered inoperative through sewage backups as some employ toilets as garbage disposals. (Having never seen a toilet back home

they are illiterate as to its proper use.) Furthermore, breakins, muggings and rapes increase drastically; urine contaminated swimming pools and smashed sauna baths abound; blaring African "music" at all hours makes peace and quiet an impossibility; underground parking garages are unsafe at any hour as assaults, rapes and vandalism skyrocket. To further insult white Canadians, the Metro police department sends in "community relations officers" at \$15,000 a year to peddle guilt and condescending "tolerance" to the whites and "human dignity" to the negroids. Feeling like foreigners in their own city, disgusted whites seeking a decent environment to live in, often move out as soon as the lease expires. The slack is taken up by negroids as physically and racially the apartment becomes blacker and blacker.

Many of the apartments Afro-Asians have rendered uninhabitable for most whites are in Toronto's Parkdale area, particularly along Jameson Ave. Other interracial dumps are concentrated in the areas of Vaughan Rd. and St. Clair, Eglinton and Marlee, Broadview and Cosburn, Bloor and Rusholme, and the recently fumigated St. Jamestown, which encourages "swing-ers" to move in "just for the fun of it." Due to zoning considerations, apartment complexes are widely scattered and consequently so is the negroid population. Afro-Asian pockets develop in widely isolated areas such as Eglinton-Kennedy and in Bay Mills, way out in Agincourt, where negroid immigrants are moving into brand new apartments en masse.

A typical though pathologically pitiful situation is revealed in a white woman's desperate complaints to WGP researchers in Parkdale's West Lodge apartments. "When we moved in six years ago there were only two black families in the entire building," she claimed. "Now we are one of only two whites left on our floor. The place looks like Harlem. We'll just have to go through the expense of moving. I know I may sound prejudiced, but I will say it again, it is the truth: These blacks just don't care, they just don't take care of the place, they just let it run down." This sad commentary is heard over and over from exasperated whites.

Masochistic liberal brainwashing has put this guilt-ridden white woman on the defensive, having convinced her that her instinctual common sense and ordinary powers of observation and analysis constitute "prejudice." Similar liberal brain-

washing via the boob-tube, newspapers and race-traitor politicians have disarmed the vast majority of white Canadians who, though enraged at their new neighbours, will twist themselves into spineless jellyfish to avoid life's worst fate to be called prejudiced or bigoted.

Admittedly the white race has a small minority of irresponsible, lazy, shiftless types who will also run down and vandalize apartments. However, Afro-Asian immigrants to Canada represent the higher strata of their respective races, those with enough ambition to leave home and with enough money to buy a plane ticket. Aside from all considerations of irreparable damage to the white Canadian racial stock, the point is that even this cream of the crop of Afro-Asia is totally incapable of living at the level of traditional European-Canadian community standards. How would you like their lower class to come up, Whitey?

As in the United States, those too poor or too old are the ones that must suffer from enforced housing integration with the negro. Subsidized housing projects run by the Ontario Housing Corp. are fast filling up with negroes. Although they represent only 10 per cent of Toronto's population, negroids often comprise from 25 to 50 per cent of the population of subsidized housing units. These new "preferred" negro immigrants directly displace lifelong tax-paying white Canadians whose need for rental assistance must now wait until imported negroes have been subsidized and molly-coddled to the satisfaction of the leaders of the "black community."

While the inundation of Afro-Asians into subsidized housing continues, the Ontario Housing Corp. now has a waiting list of 12,000 white Canadian senior citizens. The plight of the white senior citizen is indeed a shameful one, one that disgraces the spineless white population. Having been a law-abiding citizen, an honest worker, a loyal taxpayer, having "fought for King and country, so that the empire might endure" (at least that's how the WWI plaque in the old City Hall puts it) the senior citizen now looks to his people, his government for help. And now he finds he has to join the back of the lineup.

Even if the senior citizen does get in an Ontario Housing building, his troubles may only be beginning. In their mania to make "nice integratin' folks" out of our negroes, the OHC has indiscriminately placed senior citizens' buildings alongside buildings inundated with negroes. If you can't afford

to go to Nassau on your pension cheque, the Canadian government has done you a favour. They have brought Nassau to you, minus the beaches and the gambling casinos. However, if you still like to gamble, you can do so. You can gamble with your life by walking around your building after dark.

Two such situations where senior citizens' apartments lie adjacent to negro-filled ones are at 220 Oak St. and 91 Augusta St. The latter is located beside the Alexandra Park development. This entire area, heavily represented by negroes, has the distinction of being Toronto's first nogo area; especially the virtually all-black section known as Vanauley Walk. Nobody in their right minds takes a shortcut through there at night. Cab drivers absolutely refuse to pick up fares there. In the Ontario Housing buildings, race-mixing has reached epidemic proportions.

To conclude, how can Torontonians speak of "love" for their city when they calmly watch it go to the dogs via the Afro-Asian influx? Meanwhile, Canada has a housing shortage, an unemployment problem and Toronto has an overcrowded public transit system. The race-traitor politicians' cure is more Afro-Asian immigration.

Only the Western Guard Party has a sense of racial mission, proven guts and determined leadership to solve this problem. So, white people, if you are too intimidated to take an open stand you can at least support your race by voting for the Western Guard Party candidate in your riding in the Toronto Municipal Election this December.

Help us now! Send your support to: WGP, Box 193, Station J, Toronto, M4J 4Y1 or phone 466-3446. (White Power Message: 961-6666).

I don't need to relate the Western Guard attempt to provide vigilante service on the streetcar system of the city of Toronto. I don't need to relate to this committee the desecration of the Sikh temple in my riding by the Western Guard and the inability to trace it down. I don't need to refer to the CITY-TV upset which occurred where violence was used disruptively. I don't need to refer to a number of other instances which have been reported in the press.

I come back to what I said at the beginning. I have on one hand said, "It is best not to say anything about it"—that these are fringe people, that there will always be racial bigots, that there will always be people pandering to the baser instincts of others, to

set one race against another in a hate relationship.

On the other hand, we know what has happened on the campus of the University of Toronto. We know what happened at the medical centre. I happen to be in a riding where the impact of this group is as great as probably in any other part of Toronto and probably of Ontario. I know the men who are involved in it. I just don't know what the responses are.

I have written to the Attorney General (Mr. Welch) to ask him to let me have whatever information is available as to whether there have been prosecutions under the hate literature sections of the Criminal Code and whether they have been effective. Some of the members of the House who were here a few years ago will recall that was particularly prevalent with respect to some literature emanating out of Flesherton and directed against the Jewish community in Ontario. When that hate literature discussion took place, there was a debate in the House and a resolution was passed by the legislative assembly of Ontario, deploring this kind of activity.

I know that I made two suggestions at that time, neither of which found favour with the government—and I recognize that they are probably matters falling within other ministries. I felt, for example, that it would be very important that the Law Reform Commission and the Human Rights Commission of the Province of Ontario should jointly consider amending the law of libel in the Province of Ontario to provide for group libel so that if a group is libelled or slandered and if I can prove in the appropriate court that I am a member of that group, I can automatically sue for libel before a jury on the basis that it's one of the few civil actions in the Province of Ontario where a jury can award punitive damages. I would like that matter to be considered again as one of a number of things which may be appropriate responses.

I referred at that time to a law which exists in the United States of America. Those of you who read American magazines from time to time will notice that every now and then—I think it is either every six months or every year—they must publish in their publication the name of the company or organization which publishes it, and the names of the editor, the publisher, the owner, the printing company, the people who have invested money in it, the stockholders, the bondholders, the debenture-holders and anybody who has contributed any money. In conjunc-

tion with an opportunity for group libel, you would then have the situation where properly phrased law would mean that you could also find out who the hell was responsible for this publication.

In the field of education there is a growing emphasis in the Toronto Board of Education about multicultural educational needs, because of the kind of community in Ontario, and the board of education has set up a sub-committee under the chairmanship of Trustee Leckie of Ward No. 6, dealing with multicultural matters. I think it may well be that there is a very substantial initiative that must be taken at the school levels to establish the principles of tolerance, mutual respect and understanding that are essential if we are going to have our society continue the way it is.

Having taken some time to put that on the record, Mr. Chairman, I say to the Minister of Labour and to the Ontario Human Rights Commission that I would like to have some sensation, in a short general give-and-take in this committee, of your assessment of this problem. Have I distorted it? Is it a matter where those who say to leave it alone are taking the right attitude? Is it something on which the government should make some definitive statement? Is there a range of things that can be done, which together would provide a democratic, intelligent, rational response to the activities of groups such as this?

Frankly, I think it has now become a problem of the kind of significance that all of us who believe in our kind of society have to be prepared to make appropriate response to. I emphasize everything I've said. What is the appropriate response to this kind of activity? I don't think for one single moment that the most vocal proponent of free speech as such—whether it was Milton's "Areopagitica," or whether it was John Stuart Mill's essay, "Liberty," or whether it was the late H. J. Laski's book, "Liberty in the Modern State"—would ever suggest for one single moment that this kind of rubbish can be justified as an exercise in freedom of speech.

I can't say anything more about it. I would like your response, or offhand remarks. I would ask that when this committee is finished perhaps you would take my remarks under advisement, think about the problem and turn your attention to it, as I'm sure you have already done, to see what the appropriate response is.

Hon. Mr. MacBeth: Mr. Chairman, that's pretty bitter medicine that the hon. member

for Riverdale has just given the minister in charge of human rights in this province. I hadn't seen that, and I am not so sure that I am happy to have heard and seen it. I'm one who generally believes, as I think the hon. member himself indicated he believed, that the truth would eventually out and that freedom of speech was perhaps worth the price of this material that he's just read to us, although I know in my own mind that that is not the case.

I remember some years back, when the federal government was asked to put provisions against hate literature in the Criminal Code, I originally took that position that the right of freedom of speech overrode and took precedence.

But I was speaking to one of my Jewish friends who showed me a piece of literature—I don't think it was quite as bad as the one Mr. Renwick has read—and commented on the devastating effect that that could have on a member of that race upon reading it. He referred particularly to his wife, in this case. On the strength of his chat to me, I remember that as being one of the few cases in which I have written to my representative in either or any government, asking him to do something about it. As a result of the discussions at that time, the hate provision was added to the Criminal Code. Yet, even now, I don't know whether I'm prepared to go much beyond that. I wish we did have an answer for it.

I would certainly think that if you can find the perpetrators of that piece of writing the hate section should perhaps do the trick. I can't add anything to what Mr. Renwick has said. If there's anything we can do, certainly we're glad to do and want to do it and will do it. But, on the basis of what we are actively doing, we have been doing something in Riverdale. You mentioned the Sikh community. We were involved there, Mr. McPhee and Mr. Brown, and for some practical thoughts on what the ministry can do within the bounds as it's presently constituted, I'm going to ask Mr. Brown to tell you what we have been doing and what he thinks we might be able to do further.

Mr. Brown: Mr. Chairman, this problem has long been with us in various forms. It originally took the form of a telephone message, when it first came to our attention from London, Ont. They were using the name, at that time, of a political party which operates at the federal levels. We were instrumental in getting through to the political

root. A suit was threatened by the political party in question and the message was removed.

Now it has appeared in Toronto. Let's say a number exists where you can call and hear all sorts of scurrilous attacks on blacks and other racial minorities. We have approached Bell Telephone on the issue and they claim they are powerless to do anything. They are a common carrier and as such have no control over the content of the message. Naturally this has somewhat inflamed the people in the community who are the objects of these attacks. They argue that had the message been obscene in the traditional sense of the word action would have been possible.

We have asked our lawyers to look at the whole issue but are constrained in the code by section 1(2) which says: "Nothing in this section shall be deemed to interfere with the free expression of opinion upon any subject." One should not assume that the people who write these kinds of articles do not know how to get around the literal interpretation of any law.

We have been working with the Jewish Congress, the object of attack by this particular group. They in turn have been working with people in the black community, such as Mr. Bromley Armstrong, who is also a member of the advisory council on multiculturalism. They had a press conference not long ago where we jointly condemned the action of this group. We are aware they have approached the Attorney General to see if prosecution might be carried out under the appropriate section of the Criminal Code. I understand from Mr. Armstrong that since they received this last piece which you have just read, they have an appointment to go back to see the Attorney General. Each time these articles appear in the community they engender restiveness among blacks and whites, East Indians, Koreans, Chinese and, Japanese. They think any time there is hardship in Canada, whether caused by economic recession or anything else, all the groups who are visible and seem most vulnerable in society become the objects of attack.

I think there is a lot of frustration in the commission in coming to grips with this issue. We have intervened when the Sikh community was attacked and we were able to deal with the responsible people in the community in which the temple is situated.

Needless to say we do not know who is responsible for writing the articles, we never met them. But I know on one occasion there was a near murder because somewhere in the

west end one of the people was taking one of these articles around and pushed it in the wrong door. The person who lived in the apartment was black, and he chased him down the street with a meat cleaver. These things can cause a lot of problems and violence can ensue.

Mr. Reid: I hope he caught him.

Mr. Brown: So, we are in touch with the groups.

A lady spoke to me on Sunday night. She came in on Monday morning. I think she said she had a meeting with you the same evening and she came to get information as to what we were doing. This question has been exercising us to a great extent and we're working to the best of our abilities with the community groups. They appealed to the goodwill in the community as the only weapon we have to work with at this time. I do not see these groups gaining the upper hand because, by and large, people know they represent the fringe element, but I think the time has come when we cannot ignore them. That is the most I can say, Mr. Minister, on this point.

Mr. Renwick: To refer again to what I said earlier, one of the problems with literature such as that, whether you're talking about the Criminal Code or whether you're talking about group libel, is the problem of identification. There is no point in getting the kid who has been asked to distribute something. That's why I would ask that you specifically look at law in the United States requiring a disclosure of persons who own, or invest in, any publications of that kind. I don't mean necessarily it could be made applicable, but that's one of the key questions. Then you can at least find out who the people are.

Hon. Mr. MacBeth: Mr. Renwick, there is no question in your mind that this would fall afoul of the Criminal Code, is there?

Mr. Renwick: There is no question in my mind that this would fall afoul of the Criminal Code, but it's extremely difficult, with mimeographing machines and Xerox machines and so on, to find out where the hell the stuff is printed.

Hon. Mr. MacBeth: Yes, but how is what you're suggesting going to help?

Mr. Renwick: The one in the United States deals with something which could be classified in broad terms as publications by any established group or any regular publication of any document, and that they must dis-

close who all the investors, backers, editors and so on are, at least once a year.

If it were a weekly or monthly journal the case is clear. You can have the law to do that. If a group such as they are calling themselves a party, it means that they believe themselves to be a political party. It may well be that any body representing itself to be a political party should be required to register—to disclose who the officers of that organization are. Then if literature like this is put out, you've got some way of reaching through to the perpetrators of it.

Hon. Mr. MacBeth: On the other hand wouldn't they just leave their name off it?

That's combined with an appeal for funds and gives a telephone number and other things.

Mr. Renwick: Oh, yes, I agree. But if they leave their name off, the funny thing is that people are more likely to ignore something strictly anonymous. This would sort of indicate that, yes, there's a group; yes, there's a contact, a postal address, a telephone number. It gives some sense that if you want to get in touch with it you can get in touch with it.

I recognize the kind of problems that you're speaking about. But I would also ask that you look at this question of group libel because that's one avenue where you can simply say our law that has always recognized that freedom of speech does not permit one person to slander or libel another person.

Hon. Mr. MacBeth: Another individual.

Mr. Renwick: If, with all the difficulties of the concept, you could have something called a group libel and if you identify yourself as a member of the group, you could take such action to claim that this was a libel on you and this would refer to what the minister said about his friend who was concerned about the devastating effect on his wife of this particular kind of literature. The devastation occurs because you're helpless if you're a person to whom it is directed. You yourself cannot do anything. You have to rely on the Human Rights Commission who are a semi-enforcement agency—an educational, moderation, mediation, type of operation—and I recognize the exception.

I think it is a matter which perhaps you could bring to the attention of the Minister of Education (Mr. Wells). I have, as I said, brought it to the attention of the Attorney

General and Provincial Secretary for Justice. I don't know, I'm just fending around in my own mind the various groups to which Mr. Brown has referred. I wonder whether it would make sense for the government to invite representatives of the various groups to an informal discussion, not a large-scale conference, not of multicultural problems in its broad sense, but of this kind of specific matter—to exchange views, to let people know that yes, the government is concerned and is open to suggestions as to how to cope with the problem.

I know exactly what Mr. Brown feels because it was with some concern that I made up my mind to read it into the record at all. It is very easy to say, "Oh well, yes, there will always be these kinds of people with us and really their effect is minimal" and so on. But I sometimes wonder—perhaps because of the formative stage of the 1930s when I was brought up—I wouldn't be at all surprised if there was a substantial number of people in Germany who were saying the same thing.

Again I emphasize everything I've said. There is a problem. What is the appropriate response of a government and of elected representatives to this? Should we be looking at it not from the point of view of being outwitted in the game or inflaming the situation, but of trying to recognize it as one of the social sicknesses of our society and how do we cope with it?

Mr. Chairman, I appreciate the opportunity to have gone into this at some length and I thank the minister and Mr. Brown for the courtesy of their attention.

Mr. Chairman: On vote 2104—Mr. Bounsall.

Mr. Bounsall: Following on from what Mr. Renwick has said about the Western Guard, I understand that in the west side of Toronto during the federal election campaign, particularly in the month of June, the Western Guard was fairly active at open campaign meetings. Does this jibe with your information, Mr. Brown?

Mr. Brown: That is correct. Community people and the commission have come to the conclusion that the activity tends to go in cycles. Political campaigns like the municipal election coming up soon have some effect on this new spate of literature, and this is the kind of conclusion that they're drawing.

Mr. Bounsall: Were they rather dormant then between mid-July and early October?

Mr. Brown: Relatively so, in terms of more information. I think after the federal election we had some telephone calls from blacks in Agincourt, saying that their plate glass windows were busted with rocks. They attributed these acts of vandalism to the group, but we have no evidence. These are people calling—what are we supposed to do?

Mr. Bounsall: One other point, Mr. Chairman. We have an amendment to the Ontario Human Rights Code before us in the amending Act in the House. I would like to ask a question on one section of it now. This is where you add age as an exception, where age is a bona fide occupational qualification and requirement for employment. What are those cases where age can be exempted from the Act because that is a qualification for employment?

Mr. R. D. Johnston: I think it is really just in relation to the fact that there could be some occupations where a person at a certain age would just not have the physical capacity to do the job. If the employer can satisfy the commission that that's a bona fide requirement, then they would be permitted by the commission to specify age in their job advertising; but it would be strictly at the discretion of the commission. There is not going to be anything automatic about it. I know from the way the commission has exercised that discretion, where it already has the right, that it is exercised very carefully.

Hon. Mr. MacBeth: We have a little conflict now, as you know, in such things as police forces, where some of their regulations suggest a retirement age of 60 and our law says 65. I think it would cover situations like that.

Mr. Bounsall: One other point, in the 1973-1974 report the Human Rights Commission had quite a percentage increase in the complaints they handled. Is that trend still continuing, that increase in the number of complaints that are received by the commission? I was interested in the breakdown of complaints for that particular year, where 69 per cent of them related to employment and only 12 per cent to housing. Is that still about the same ratio in complaints or are there any trends at all in the complaints received?

Hon. Mr. MacBeth: I have the figures here.

Mr. Brown: I have the figures.

Hon. Mr. MacBeth: You speak as if you have the information.

Mr. Brown: The trend is continuing. One of the reasons why there appears to be a jump in the figures, in 1973-1974 is a question of our refining the statistics. There was a time when a large number of complaints were put under the general category of miscellaneous, which tended to detract from the number of man-hours that were spent on them. So, in 1973 we started to refine the categories in terms of man-hour input. But the trend is continuing.

As for the question of the percentage of complaints that are employment and housing, they go hand in hand. Some years housing would supersede employment but generally those areas were largest in terms of our total complaints, housing and unemployment. They run more or less parallel.

Mr. Bounsall: At this stage, over the last couple of months, how were they running? Is it more in housing now because housing is tight.

Mr. Brown: I think unemployment is still out front. Although housing is tight, the strange thing is that most of the complaints coming to us are from people with families unable to get apartments, but these complaints are not covered under the code unless they are associated with race, colour or other areas. Marital status is not covered under the housing section, for example, if a family came to us and said, "We can't get in because of our children," or what have you. Sometimes we use moral suasion but if the landlord says, "There is nothing I am prepared to do," we cannot proceed on a complaint basis.

Mr. Chairman: Shall this vote carry.

Mr. B. Newman (Windsor-Walkerville): I wanted to ask just one question concerning this vote, Mr. Chairman. If an individual who happens to be injured on a job has had a workmen's compensation record, leaves the employment of that concern, and attempts to get employment in another concern, when they look back at his health record, and see he has had a low back injury and he doesn't get hired, does he have any cause for complaint there under the Human Rights Code?

Hon. Mr. MacBeth: Under the Human Rights Code? No.

Mr. B. Newman: Is he not being discriminated against in employment?

Hon. Mr. MacBeth: Yes, maybe on the basis of health, but I don't think we cover that.

Mr. B. Newman: Okay, fair enough, thank you.

Vote 2104 agreed to.

On vote 2105:

Mr. Chairman: Item 1? Agreed to. Item 2, employment standards, Mr. Bounsall.

Mr. Bounsall: This is where we will spend the next three days. At the start of this vote, I want to say that I have always been intrigued by the Employment Standards Act, under which employees must operate and the workings of it, the regulations that accompany the Act and the intricacies that arise from these regulations and the interpretations of those regulations and how they actually work in practice.

I really do enjoy an employment standards problem coming to me, in many cases, because of the interesting ramifications that flow from it. I must say that any and every time that I've contacted the employment standards branch over a problem, they have been most helpful and informative. The staff there, by and large, know all of the intricacies. They don't have to look anything up. They can tell you over the phone all of the ramifications and what's happening in the problem you are inquiring about, before you've got the facts of the case out. I am rather impressed with Mr. Scott and the people he has around him. It is a pleasure to work with the branch.

However, having said that, I think what intrigues me about the legislation is the loopholes that are in the legislation.

Hon. Mr. MacBeth: It's not the personnel, it's the politician you are after.

Mr. Bounsall: From time to time we've had discussions with the personnel over the loopholes in the Act. It is clear sometimes: they say, "Yes, there is the Act." They don't use the word loophole, but it's clear that they may have a tendency to wish to operate in one way. They are a discreet branch, however; it is hard to pull out of them how they would prefer to see it actually operate. But it's clear to me that they are prevented from operating in particular areas because of the way the Act is currently written.

One could take the Act and go through it section by section by section and discuss all the exemptions that occur and the problems

that have arisen in it, in each and every section. There is an overwhelming tendency to do this, because the Act is so explicit. You can get a story out of every section of the Act and out of every exception and out of every regulation. Let me start on the termination pay section of the Act.

I mentioned much of this in my opening remarks. I understand the minister has had the research department investigating the exceptions. These have been reported to the minister and we are about to have an Act introduced in which some of these exceptions are dropped, and changes to the regulations announced.

The termination pay section is interesting to me. I don't think the time for which one needs to give notice, or pay in lieu of it, is nearly long enough. I notice the Ontario Federation of Labour calls for a minimum of six months' notice in each case. I am not sure whether that is a rational length of time, or a reasonable length of time. I think it should be longer than what is reported here.

Certainly, the number of employees let go at one time—the number is set at 50—is unreasonably high. We could easily drop that. I suggested a couple of years ago that a figure of 20 would be more reasonable. I see various other groups suggest 15 would be a workable figure. I don't know what the actual base should be, but 50 seems to be far too many as the smallest unit that needs to have notice of termination or termination pay in lieu of notice, should they be let go.

Another problem with the termination is the requirement of a certain percentage. In a large corporation, I believe the number they need to exceed is 10 per cent within a certain time period before they are required to pay the termination pay sections of the Act. This has occurred with the aircraft companies in the west end of Toronto. It was clear this summer they were systematically laying off groups of employees just below the 10 per cent. They came in, had discussions with the staff of the branch under the Act, found exactly the number of employees according to their total work staff that met with the Act's provisions, and they very carefully and deliberately laid off workers just below the figure.

You can't criticize the employees of the branch. That's the Act. There it is. The employers have the right to find this out and to act accordingly. However, I think they are really abrogating the spirit and the intent of the Act with this behaviour.

Second, there is the whole problem of bankruptcy which I mentioned in the opening remarks. We had a good discussion on that. I believe the minister himself would like to see the provisions changed so that workers' benefits, which would include wages as well as termination pay, and vacation pay, became a No. 1 priority. That still doesn't absolutely solve the situation. We have a while before that might get changed. It might never get changed.

I suggest there should be a termination pay compensation fund or a termination pay insurance fund where the employees of a plant that shuts down because of bankruptcy will be able to receive the full amount of their termination pay, and receive that pay when that pay is owing to them under the Act.

The problem is when it is going to be some while before it is determined how bankrupt the company is, and what limited assets it does have to distribute. There is often a long delay. Meanwhile the employees have been unemployed for quite some time. They will receive, quite likely, only a percentage of what is owing to them. There are not many bankruptcies in the course of a year in Ontario, or even that many shutdowns, though we may well be having one for financial reasons at Dominion Wire now if that, in fact, is why they are threatening to close down. You had one a year ago at Hall Lamp; there is another one at Eagle Machines. Chances are those employees, even if the benefits owing to them was a No. 1 priority, would not collect all of them.

I am suggesting to the minister, that, even if wages and benefits to employees are made No. 1 in terms of bankruptcy payments, a termination pay insurance fund would not need to have a very large collection—perhaps one per cent in a given year of the Workmen's Compensation Board levy and collected that way, so you wouldn't have to have a separate bureaucracy set up to collect it—would provide sufficient funds to make those payments in a given year. You set up the legislation providing this fund so that the funds which were then collected under a bankruptcy would simply return to the fund when the appropriate time came. In the interim employees would have received their termination pay in its entirety, as well as other benefits that would and should have been accruing to them, such as vacation pay, and the remainder of their normal wages.

In this termination section we have the example of the company—I thought I would

never forget the name—that used the provision of the termination section so that in the event of a strike they would not have to pay out termination pay.

Mr. D. E. Hushion (Executive Director, Employment Services Division): Acme.

Mr. Bounsall: Acme Screw and Gear. What happened there, of course, is clearly a case of not wishing to pay termination pay. They drew the union offside by the offers they were, by and large, not making to them. They finally caused the union to go on strike. Within hours they had terminated it. They simply timed it very carefully so they would not have to pay that termination pay.

That section of the Act should be amended so that at any time in a strike where a company terminates employment termination pay must still be paid. You can see how Acme Screw and Gear manipulated the Act so they didn't have to pay. Of course that situation with Acme had subsequent events as well. It was quite clear they were abrogating other labour relations commitments and responsibilities as well, by opening up under a different name, and producing the same product. Has that been resolved? I know that element of it was going to arbitration.

Mr. J. R. Scott (Director, Employment Standards Branch): It is still before the OLRB.

Mr. Bounsall: That aspect of it is still before the board, but the termination pay aspect—

An hon. member: Mr. Hess may be able to comment.

Mr. P. Hess (Director, Legal Branch): It went through the divisional court and they are appealing it and applying for leave to appeal to the Court of Appeal.

Mr. Bounsall: Okay. Have they exhausted the legal ins and outs now?

Mr. Hess: I understand there's an appeal now by CANAC. I believe this is now the name of one of these companies. If the Court of Appeal grants leave and issues a decision, they can in turn apply for leave to appeal to the Supreme Court of Canada.

Mr. Bounsall: This is on the part of it relating to the successor or whatever you want to call it?

An hon. member: The successor rights.

Mr. Bounsall: Yes. They certainly took advantage of the termination pay section relat-

ing to the strikes section of your Act not to pay it. It is an example analogous to the football team which causes a team to be pulled offside getting the penalty, not the team that gets advertently pulled offside. Here the company got off scot-free. The analogy with football was exactly the reverse.

The company, by its actions, finally caused a strike to occur so it could terminate employment, and by so doing, did not have to pay termination pay. That loophole needs to be plugged. I would suggest to the minister he seriously consider, for bankruptcies, a termination pay compensation fund or something like it so that employees can receive their termination pay and other rights due them.

Overtime hours are again of interest to me. I again brought this up in my opening remarks, at which there was some headshaking amongst the staff at the minister's elbow as if my interpretation was not correct about why the need arose for voluntary overtime to be written into union contracts.

Mr. R. D. Johnston: The headshaking was that we thought that your understanding of the recent court decision was completely the reverse of the actual case. It wasn't about the principles you—

Mr. Bounsall: Well, would you care at this point, just as a continuation of the lead-off, if you like, to hold forth on that?

Mr. R. D. Johnston: No. Maybe Mr. Hess can speak to this, but the result of the case in point, which I think was before either the divisional court or the Supreme Court, involving a firm in Galt, Galt Metal Industries, was to make it clearer than perhaps it may have been before that in the absence of a specific commitment on the part of employees that they will work overtime, such as through a collective agreement, the working of overtime is voluntary, whereas previously it was being interpreted by some, including I think our staff at some points in time, in the way you described—that even if the agreement was silent on the point, overtime was compulsory. The view now, as a result of this decision, which has been circulated by the branch, is that overtime is voluntary unless a specific commitment has been made otherwise.

Mr. Bounsall: In the contract?

Mr. R. D. Johnston: Yes.

Mr. Bounsall: You say it has been distributed. To whom was it distributed?

Mr. Hess: Well, decisions of courts are presumed to be public knowledge and in the public sector; everybody is presumed to know them. However, I have a copy of the decision here, and I'll be glad to give it to you.

Mr. Bounsall: What was the date of the decision?

Mr. Hess: May. I apologize for the front page, but the guts of it are on page 5.

Mr. Reid: Do you have an extra copy of it?

Mr. Hess: No, I haven't. I only had one.

Mr. Bounsall: Well, I am glad to hear that this has finally been resolved by the courts, but what it means is that it took a court case to clear up a situation which you could have cleared up by legislation before then.

Hon. Mr. MacBeth: You are going to get it one way or the other.

Mr. Bounsall: Right. I am glad in a sense that the courts have resolved this, but the courts have done your work.

Hon. Mr. MacBeth: Well, that is what the courts are for—to interpret legislation. I don't feel badly that they have done a job for us.

Mr. Reid: Is this final?

Mr. F. Young (Yorkview): Well, it may have to go to court again. Other companies may not accept this precedent and they will try the other method and force it to court again and again because legislative action is lacking.

Mr. Reid: Couldn't you amend the Employment Standards Act, simply?

Mr. Bounsall: Make it clear.

Mr. Reid: It is not that difficult.

Hon. Mr. MacBeth: I suppose that is the object of every good draftsman of good legislation—to make it so clear that you won't need to go to court over it. But that glorious day I don't think is likely to come for a long time.

Mr. Reid: Yes, but all you have to do is say that unless otherwise provided in the contract, any overtime is voluntary. That's not difficult. I'm not even a lawyer and I can do it.

Mr. D. J. Wiseman (Lanark): There is a new assistant for you, John.

Mr. B. Newman: You are not charging for any of your advice?

Mr. Reid: Oh, I am going to charge him for that.

Mr. Bounsall: When one actually read the overtime hours section of the Act before, one felt that one did have the right to refuse overtime, and that's where the problems arose. When people were asked to work overtime or asked to work the double shift of 16 hours, when there could have been a different replacement brought in not that unhandily and they said no, they found that they were discharged or disciplined a couple of days. The feeling was that if there were union personnel and if the contract did not contain this specific voluntary overtime clause, then the union had been deemed to agree that any amount of overtime would be worked that was required.

Certainly, in the UAW contract settlements of last September, this was one of the real issues—the insertion of a voluntary overtime clause into the contract because they had to.

We've since had this decision of May, and it wouldn't take very much to make very clear in the Act, after the court findings of last May, what it is you want in the Act with respect to this.

We've gone after ministers in the past about the overtime permit portion of this Act. After one has worked 100 hours—this is usually taken on 100 hours on the average in-the-plant overtime—you then have overtime permits being allowed in some plants. It was particularly bad at the Ford plant at Oakville for years. At times it was as bad at Inco at Sudbury, and I'm sure in all the mines.

Mr. Reid: All the mines and paper mills.

Mr. Bounsall: And paper mills. Overtime permits really should not be granted and this 100-hour average per year for workers should really be looked at again. I think there have been times in the past in this House, or in estimates committees, where it's been stated by members of the government that it is time to have a look at this whole overtime permit question. This year it's—what? eight and 44 now?

Mr. R. D. Johnston: No. Perhaps this needs clarification as I'm sure it will come up several times. Effective Jan. 1, 1975, you

must pay overtime if you work a person more than 44 hours a week, but—

Mr. Bounsall: The overtime hours are still set, though.

Mr. R. D. Johnston: —the other problem of when does it become voluntary is still 48.

Mr. Bounsall: It's 48 when it's crying to be changed to 40 on that count, let alone the other section of 100 hours required over that. I remember going on at some length two years ago in the estimates committee on how the overtime hours should be 40, rather than 48. If I recall at that time, Ontario in its usual position ranked about fifth with the other provinces in terms of overtime and hours. There were other provinces with 44 and there was one other jurisdiction, I believe, with 40. I don't have all the data here, but Ontario certainly was not leading the way with its 48, nor were all the rest of the provinces in Canada at that 48 figure. We could certainly drop that to 40 with no problem.

The time not to do it is when there's a great manpower shortage in the Province of Ontario, and many, many companies desperately requiring a lot of overtime to be worked in order to meet their obligations. The time is when there seems to be a slight economic recession where great amounts of overtime are not required to be worked.

This is certainly the case at the moment in the auto industry.

If one is considering a change from those overtime hours from 48 to 40, and a review of the average number of hours per year—100—that employees can be required to work overtime, this is the time to do it. And both of those figures are too high. It should be 40 and it should be less than the 100.

The whole point is, it hasn't mattered much anyway, because once the 48 is worked, once the 100 hours have been worked, then you've got the special permits which former Ministers of Labour have signed like water.

This is the time to have a look at it. This is the time to make the changes, if the economic climate is what we've been told that it's going to be in the next few months.

Mr. Chairman, it being close to 6 o'clock, could we adjourn?

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Thursday, October 31, 1974

Industrial relations programme, concluded	S-2133
Human rights commission programme	S-2141
Employment services programme	S-2155
Recess	S-2158

LIBRARY

S-75

★
ED 27 12
UNIVERSITY OF TORONTO



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF LABOUR

Standing Resources Development Committee

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Thursday, October 31, 1974

Evening Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974

CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, OCTOBER 31, 1974

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF LABOUR (concluded)

On vote 2105:

Mr. Chairman: Do you want to continue Mr. Bounsall?

Mr. E. J. Bounsall (Windsor West): Thank you, Mr. Chairman. A few more remarks on the Employment Standards Act and the changes necessary would be appropriate, I think.

It was interesting to have the Act amended last year so that vacations of two weeks after one year were granted. But there has to be more than just those minimums in the Act. One has to talk about guaranteed vacations of three weeks after five years and four weeks after 10 years.

This is the Act that protects those who are not organized. We have to give them those basic rights which one usually finds throughout the work place, but not necessarily at every place of work. Those who don't already have it certainly should enjoy at least that much vacation. I would suggest to the minister that in this Act, which guarantees basic minimums, this is one he should have a close look at.

The exceptions on those eligible to receive vacation pay is interesting. I remember in my student days I jumped around from job to job as a part-time person. That was in the days when one had vacation-with-pay stamp books, and stamps were put in every week no matter where I was. No matter how short-term the job, I was assured of vacation pay through those stamps stuck in my stamp book.

So some of the exceptions in your Act are hard to understand. Take the farm workers. Although they are seasonal, I can see no reason why they shouldn't be guaranteed their two per cent vacation pay in lieu of vacation.

I found it rather difficult to understand why salesmen, other than route salesmen like milkmen, were denied vacation pay. If someone is entirely on commission, of course he should

get no vacation pay. But many salesmen are on a combination of salary plus commission and for them not to receive their basic two per cent on that portion of their earnings which comes from salary is difficult to understand. Of course they shouldn't receive it on their commission, but most salesmen are on a combination of salary plus commission and there is no reason why they shouldn't receive that vacation pay on the salary portion of their earnings.

In my opening remarks I mentioned that I am concerned about leaves of absence that should be guaranteed to workers in the workplace. In this time of relocations, plant shut-downs and jobs disappearing, workers in their middle age in entirely new employment at a time when they could have used the extended vacations which they had built up through long-term employment somewhere else, now find themselves in many cases back on two weeks' vacation. I am proposing that you should have in your Act, as a right to all workers, a section dealing with leaves of absence equal to the holidays that they are normally eligible for. This should pertain to all those who are over 40 years of age or who have 20 years of work in the workplace, whichever comes sooner.

I don't know how much more I can say about it except I know of five or six persons in the area in which I used to live in Windsor who have undergone a job change in the last two years. All of them are over the age of 40, all of them receive two weeks vacation now and none of them have any rights to leaves of absence and get it with great difficulty.

This would at least allow these persons to receive four weeks off their work environment in the course of the year, two weeks for which they would be paid, two weeks on leave of absence. That is something which I hope the minister would very seriously consider inserting into the Employment Standards Act.

We can pull out all sorts of statistics on minimum wages, Mr. Minister, as to why the \$2.25 which is now in existence just isn't adequate. I would be interested to see why and how researchers in your ministry managed to pick that particular figure out of the hat. It defies description.

Ever since I first got involved in minimum wages I have proposed that you adopt something like the Manitoba scheme where they tie the minimum wage to the industrial composite in their province. They tie it to their average of wages and salaries in the province. Here in Ontario it would be appropriate to tie the minimum wage to the industrial composite and adjust it twice yearly.

We've heard all the standard arguments from previous ministers as to why they didn't like to adjust the minimum wage, the problems and the letters, from the tourist industry in particular, saying why this is going to put them all out of business. We really don't believe it.

We are talking about poverty wages here when we are talking about the minimum wage. However, we are talking about a large group of employees who are being paid the minimum wage across this province—and it's a disgracefully low figure.

The last time the minimum wage was adjusted, I believe last May, using the Manitoba formula, I calculated the wage in Ontario would be \$2.65 an hour, not the \$2.25 an hour which we finally got to on Oct. 1.

We are lagging well behind; we are certainly, at this stage of the game, not the leader in Canada in terms of minimum wage—we, the most industrialized province in Canada. A lot of work needs to be done in changing what should be the attitude of the ministry on minimum wage.

We know from the studies that have been done that a change in the minimum wage narrows the wage gap for a short time, but the other differentials that existed before usually readjust themselves. We feel that this is also a good idea. We don't feel that this is an argument against adjusting the minimum wage upward.

I've mentioned five or six areas now, Mr. Minister. I think I would leave it that for the moment. I will be interested in the minister's replies in these various areas.

Mr. T. P. Reid (Rainy River): Could I just pick up on the minimum wage. I spoke at great length, in my criticism of the ministry last year, in regard to the minimum wage and the fact that I felt the ministry should be protecting those people who are both open to exploitation and were less able to protect themselves, both from the ravages of inflation and perhaps from their employers. I don't want to give that speech again, although I think it is well worth hearing again.

It seems to me that the minister acted with a great more alacrity than did his pre-

decessors, actually. The minister came and announced an increase in the minimum wage without any prodding from the opposition, which has got to be something new and different. But the increase that you did give isn't really an increase in the real purchasing power for those people. It is only keeping them even—or even a little less than even—with the cost of inflation.

Now I am always interested—as Mr. Kinley will attest—in the research your ministry does. But we have never been satisfied that the argument we get from the ministry about the dislocations really holds up. I would suggest that the minister give some further thought to those people who are on the minimum wage.

I restrict my remarks to a large extent to the breadwinner, who is supporting a family solely on the minimum wage. Surely they are entitled to more than \$2.25 an hour. They are trying to raise a family on that amount of money, and it is just impossible with the inflation we have today.

Hon. J. P. MacBeth (Minister of Labour): Thank you very much, Mr. Chairman. I am taking these various suggestions seriously, and they are under review at the present time. I would like to make one or two comments in regard to certain matters that both Mr. Bounsall and Mr. Reid have raised. Mr. Bounsall referred a good number of times to termination pay. I think the spirit of the Act was originally pay in lieu of notice.

Mr. Bounsall: That's right.

Hon. Mr. MacBeth: It's being regarded by some as termination pay, and I think that is not really the intent of the legislation. It is to provide for adequate notice—and I noted your comments on what you regard as adequate notice—but not as any kind of termination pay as such. So there is difference there; but I am mindful of the suggestions you have made.

You talked about an insurance fund for concerns that go out of business for one reason or another. The ministry has looked at that. I think there is some reluctance, at least on my part, to set up another fund that would again involve a great deal of administration on our part, whereas the machinery already exists with the Unemployment Insurance Commission.

Mr. Bounsall: You are then letting employers across Ontario rip off the UIC fund. It is that simple. That happens whenever you get a bankruptcy.

Hon. Mr. MacBeth: Just a minute, there is no reason it would rip off the Unemployment Insurance Fund if there was an assessment made to cover it; and I think that is what you are suggesting here.

Mr. Bounsall: Sure, I am saying that it is not an unreasonable thing to ask the employers of Ontario to do. And it wasn't going to require great sums of money in a year. I am saying it probably amounts to one per cent of the levy you make on the Workmen's Compensation.

Hon. Mr. MacBeth: I know that the funds involved are not very great, but you have to set up new machinery. Whereas, the Unemployment Insurance Commission does have it and they could make their assessments if we should get into the game.

Now Mr. Hushion is familiar with this. I believe he is ready to make some comments.

Mr. D. E. Hushion (Executive Director, Employment Services): I was going to augment your comments. You might find it interesting to know that we have had some discussions with the federal government. The problems the member is raising are serious problems. They are universal problems. They aren't just peculiar to this province. Workers are similarly affected right across this country.

Mr. Bounsall: That's not the excuse you're going to use for not doing it in Ontario, is it?

Mr. Hushion: No, that's not being offered as an excuse but in terms of looking at alternative solution to this particular problem. Since it is a problem which is universal and since, as the minister has pointed out, there already is machinery available through the Unemployment Insurance Commission, one alternative is the possibility of approaching the federal government to establish an insurance scheme under the auspices of the Unemployment Insurance Commission, whereby there would be a programme similar to that which presently exists in France. There would be an assessment of employers which would ensure that moneys owing to workers in the event of a bankruptcy would be paid immediately and the insurance agency would be subrogated in the rights of the individual against the trustee.

The idea, of course, is really to meet the concern the member raised earlier on getting the money into the hands of the worker quickly; because as the member is well aware, even though there may be the possibility of changes to the federal Bankruptcy

Act which establishes a different priority for workers' wages, that still doesn't get around the problem of getting money into the hands of the worker as soon as possible.

Mr. Bounsall: Exactly.

Mr. Hushion: In view of the fact the problem is relatively common across the country we've been trying to discuss with the federal government the possibility of seeing what they can do through the machinery that already exists.

Mr. Bounsall: Have the discussions taken place?

Mr. Hushion: They have been.

Mr. Bounsall: All right. Those discussions have included, then, this fund, or this collection the federal government would take up to cover the termination pay sections of your Employment Standards Act. That's mentioned specifically, because when you go to bankruptcy you don't have termination price. This is also a point to the minister. There should be a termination notice, but you get payment if the notice doesn't come forward, if you're simply terminated without notice you get the payment in lieu of it? Any discussion with the federal government have to include payments to the workers on behalf of the termination pay provisions in the Employment Standards Act. Did you specifically mention that part of it to the federal government?

Mr. Hushion: Have we?

Mr. Bounsall: Yes.

Mr. Hushion: No, we have not.

Mr. Bounsall: Then you haven't really done anything yet about this section of your Act to see that the wages are paid out.

Hon. Mr. MacBeth: Termination pay, as I understand it, is a legal claim. Termination pay is enforceable by the laws of the Province of Ontario. If the federal government picked it up in their bankruptcy, I assume it would rank as the first claim, if they do it without asking.

Mr. Bounsall: Along with the wages and the vacation pay?

Hon. Mr. MacBeth: I would hope so. That would be my conception anyway. We're trying to get them to put wages and amounts owing to the workers as a first claim.

As to what might be paid out of the insurance fund, I would assume that any-

thing that was owing to the workers would be covered by the insurance fund. There may be problems at the federal government level if one province has this provision and another doesn't. I suppose they would want to treat them all the same.

But despite that, we think they are the proper people to work out the mechanics of it. They're in charge of bankruptcy and they also have the machinery. As you suggested, there were not that many people going out of business, for bankruptcy or other reasons, who were not in a position to pay their legal liabilities; and so again we would be putting many employers to the administrative costs of setting up such a fund to catch a few bad ones.

Mr. Bounsall: I point out that you do have machinery in Ontario that contacts employers in Ontario through your Workmen's Compensation Board. You can use that as your collection agency.

Hon. Mr. MacBeth: Yes, but it would require a complete new bureau to look after that, and that's something with which I am not anxious to get involved.

Mr. Bounsall: No. This is why I think it's a fairly good suggestion. You wouldn't have to have a complete new bureau. It is the Workmen's Compensation Board that has contact with the employers for board assessments.

They can do the collections. Those are noted. It doesn't take much more computer space or time in the Workmen's Compensation Board facilities to know at any time how much money there is in that fund. Your employment standards branch simply sees that that money is paid, when it is required, out of the fund which already sits in another arm of government.

Now in saying that a big bureaucracy is not required—I feel that that is very true and it should be done—however I do appreciate your point about it getting tacked on to the UIC. Because when one goes on UIC, any vacation pay owing which they are about to receive, comes off their weeks of eligibility and so on. That also would be so in the case of a bankruptcy. Someone eligible for UIC—about to go on UIC—but eligible also for termination pay under your Act, I assume that would also come off the weeks of UIC eligibility.

So I appreciate your point about the UIC being perhaps a good vehicle for this to be administered through, but how many years is it going to be? You could set this up

relatively quickly in Ontario if you decide to. You have the collection agency. Thankfully, the number of bankruptcy terminations is not very large in a given year. You don't have to have a big administrative bureaucracy. It could be simply done. But working with the federal government, just how long is it going to take?

Hon. Mr. MacBeth: I appreciate your point. It would be, of course, an entirely different type of function for the Workmen's Compensation Board to administer, even though they have the machinery.

Mr. Bounsall: I am suggesting that they just do the collections. Your branch here is aware of the funds they have on hand. Your own employment standards branch, which deals with the termination, ensures the distribution of it.

Hon. Mr. MacBeth: All right, I certainly appreciate your point.

In regard to overtime permits, that again is under active review at the present time. I understand one of the problems involved there is that some of these permits have been issued to various industries over the years and no accurate records kept.

Mr. Reid: Can I ask how they are issued? Does the company just apply for an overtime permit?

Hon. Mr. MacBeth: Mr. Hushion would be the best man, or Mr. Scott, to tell us how and when those are issued.

Mr. Reid: What is the procedure to get a special overtime permit.

Mr. J. R. Scott (Director, Employment Standards Branch): They have to justify their request and give a reason.

If the explanation doesn't come in with the original request, we return it and ask them to furnish the reason and the area of the market supply for labour. Possibly it's an inventory problem, or shipping. But we do ask for reasons and what they are doing to correct it at the place of employment—if there is labour available on the market.

Mr. Reid: Have you turned some of them down?

Mr. J. R. Scott: Specials?

Mr. Reid: Yes, specials.

Mr. J. R. Scott: Yes, we have.

Mr. Reid: I represent mining and mill primarily in my riding. I know they got these

special permits without any problem from the ministry. Is the work force in the mine or the mill or industry—whatever it is—contacted for their views on it?

Mr. J. R. Scott: Is the union contacted?

Mr. Reid: If it is organized, yes.

Mr. J. R. Scott: No, not generally, sir. We do contact the union if it is for approval of a new working day, such as a 10-hour working day. We do ask for the approval of the union for that scheme, but not for the granting of an overtime permit, particularly with the protective feature, recognized through the Galt Metals case, where the employee retained the right given to him by the statute to refuse to work overtime.

Mr. B. Newman (Windsor-Walkerville): When that permit is given, is it given for a blanket number of hours?

Mr. J. R. Scott: No, it is generally designated to a person by name, to a section of the plant or the employer's premises and for a number of employees. And it would be for 50 hours, 100 hours or possibly 150 hours—but that would be an exception.

Mr. Reid: How do you monitor these permits?

Mr. B. Newman: It is not given to the factory, just like that, is it? Because I have here a communication from Mr. Guindon which says Ford Motor Co. is in possession of a 100-hour-per-year overtime permit at the Oakville plant.

Mr. J. R. Scott: Yes, they have, sir. We are talking about special permits here, I believe. There is the standard permit that pretty well all employers in the province hold; it is what we call the "standard blue." It grants to an employer the right to schedule hours for an individual employee in the amount of 100 hours per year in excess of 48 hours. Now, pretty well every employer holds that. It is not renewable yearly; it can be revoked.

In addition, there are special permits that the employer may request, and this is what I was talking about, Mr. Reid, when I mentioned extending the provisions of the "standard blue."

Mr. Reid: Yes. What is really the point of the "standard blue", or the Act itself; when you have an Act that says 48 hours and then you have a permit which you admit is pretty well a blanket extension to 100 hours?

Mr. J. R. Scott: I didn't start that; but there is another aspect to this.

We have what we call blanket permits for the retail industry and 25 other industries in the province. These permits do not exist for an employer as an individual, but they are granted to an industry. They are already in force—and have been since 1944—under legislation in the area of hours of work. Perhaps that condition does a little bit to explain our policy of granting a "standard blue" to an employer.

Mr. Reid: I am not a lawyer—and perhaps Mr. Hess can help us, or even the minister, who I believe laboured in the legal field at one time before he became honest and got into politics—but does it not seem contradictory for you to say that you have an Act that sets out 48 hours and then you come along and give them a blanket permit? I hate to repeat the question, but it seems to me that it is a contradiction in terms, in the eyes of the public.

Mr. B. Newman: It is really a 50-hour work-week.

Mr. J. R. Scott: Well, from where I sit, I can only assume it is not. The Act went through the Legislature many years ago; it exists, and I assume it is quite satisfactory.

Mr. Reid: But there is nothing in the Act that says you can give a 100-hour permit, blanket fashion, across the province. The Act says you shall not work an employee more than 48 hours a week without paying him overtime, that you can work a man only so many hours.

Mr. J. R. Scott: Right.

Mr. Reid: The Act says that, but on the other hand you send everybody a little blue paper saying you can in fact work them—

Hon. Mr. MacBeth: It is under general review.

Mr. Reid: I realize that is oversimplified—

Mr. Bounsall: If the Act stopped there and said 40 hours instead of 48, and had none of these other provisions, we'd have a good work situation in Ontario.

Hon. Mr. MacBeth: I say we have got to catch up with some of these existing situations too.

Mr. B. Newman: Mr. Chairman, how long has the Act been under review?

Hon. Mr. MacBeth: I can't tell you that. As far as I am concerned, it has been under review since the day I came into the ministry.

Mr. B. Newman: But it was under review long before that, because the communication I had from Mr. Guindon on May 30, 1973, said it was under extensive review at that time. Surely you don't keep reviewing and reviewing without coming to some conclusion?

Hon. Mr. MacBeth: I'm not sure when the Act was last amended, but I hope there will be some amendments very shortly.

Mr. Bounsall: When did the major effort start on this review we have heard about and these amendments we now hear are coming in?

Hon. Mr. MacBeth: Well, I can't answer that.

Mr. Bounsall: I think it is a fairly major effort. You went through all the exemptions, I understand, had a look at them all and what have you. At some given point that effort must have commenced. Was it three or four months ago? You have been telling me this is a major effort. Now that major effort had to have a commencement.

Hon. Mr. MacBeth: Don't expect miracles from it.

Mr. Hushion: At this point I find it hard to pinpoint when we actually did start the review. But it goes back to—

Mr. B. Newman: When it was passed in the House, originally.

Hon. Mr. MacBeth: I think there is some truth in that.

Mr. B. Newman: There's been no action, though.

Mr. Hushion: There have been some changes. The review actually started in 1972. One of the things we've tried to ensure is that, in reviewing the problems we've had with some of the sections, we've had as much consultation with the private sector as possible, to get as much input and feedback.

While the process has been a lot longer than we anticipated, I think one of the useful by-products has been better relations with a lot of the people affected by the Act.

There have been two-way benefits; benefits to us in terms of better understanding the problems of the private sector, the worker

as well as management; and also an educational process for the private sector in learning some of the problems we have in trying to administer a hairy piece of legislation like this Act.

Mr. Bounsall: Exciting to administer, I must admit.

Hon. Mr. MacBeth: This will be of particular interest to Mr. B. Newman and Mr. Bounsall in their representation of an area such as Windsor in that I gather some of the things you are suggesting we should be doing would affect the auto industry considerably and they don't have some of these things in their United States contracts.

It's not all black and white. You might be making it more attractive for the automobile industry, for instance, to do more of its production, as far as overtime and things of that nature are concerned, on the other side of the line rather than in Canada.

Mr. Bounsall: In Windsor, Chrysler has always been a pretty fair employer. They have not pushed the overtime. They have re-arranged their schedules and brought in extra men.

Within the auto industry, a festering problem for a number of years has been the Ford plant at Oakville. That has been a real problem. They worked Saturdays, Sundays, 12-hour days; and you couldn't get out of it. But it hasn't happened so much in the Windsor area.

Hon. Mr. MacBeth: Of course that is contrary to the intent of the Act. I hope we will be able to rectify it at least in part, not to your complete satisfaction but—

Mr. Reid: How about mine?

Hon. Mr. MacBeth: It is under review and I hope to have something very shortly.

Mr. Bounsall: Mr. Minister, has the research branch done any studies on overtime hours as they affect employment opportunities or the creation of more jobs? A couple of years ago in these estimates we heard of the number of overtime hours, on special permits in excess of 100 hours granted to Inco. When you totalled it up in man years, it showed not a significant number of new employees could have been taken on, helping the unemployment situation at that time.

Have there been studies to see whether getting rid of even the standard permits, let alone the 100-hour permits, would correlate to employment opportunities in the province?

I know you can't do that in a particularly skilled job, you've got to, in many cases, have that person continue in it because there is no other skilled person available. But many of the jobs in Ontario are not skilled, particularly in the auto industry where it is mainly assembly. It seems to me the use of overtime permits, such as at Ford in Oakville, puts tremendous pressure on those working there, with loss of potential jobs for those not being hired because of the overtime worked by existing employees. Has there been a study?

Mr. Hushion: Specifically in relation to your question, no. I guess about a year ago, when we were discussing moving from 48 to 44, the research branch did some work at that particular point. I was trying to anticipate the impact of the change.

Mr. Bounsall: But that is overtime pay now, not overtime hours.

Mr. Hushion: It is the only work I am aware of at this particular point. I would like to confirm that if I could.

Mr. Bounsall: I think that would be an interesting study. It could be historical, too. One doesn't have to have a look starting now; one could take the year 1972, 1973; see your overtime standard permits; see your use of special permits in the industry, location by location; and see how many jobs this would have created if you hadn't handed those out.

Mr. Hushion: It is a very complex area.

Mr. Bounsall: But we can avoid studying it just because it is difficult. Take Inco as a start, or Ford Motor Co. at Oakville.

Mr. Hushion: I remember raising that question shortly after I joined the ministry and all I can recall is reeling from the response that I got from the research branch in that it was such a complex subject. It is extremely difficult to assess what the impact would actually be on the number of new jobs that one would create. There are so many different variables that one has to deal with.

Mr. Bounsall: But I get the feeling it is a better organized research branch at the moment than it might have been two years ago. They might not reel quite that much.

Mr. Hushion: I was the one who was reeling.

Hon. Mr. MacBeth: Mr. Hushion, maybe you can put that question to the research people again.

In regard to the migratory farm workers, I think the ones from outside the country are probably well provided for by the terms upon which they enter and leave. The ones from outside the province, such as Quebec, are a little more difficult to provide for. You are suggesting that we might do it with vacation stamps?

Mr. Bounsall: Well, I don't know. I remember when I moved from part-time job to part-time job, I still got vacation stamps.

Hon. Mr. MacBeth: Vacation stamps.

Mr. Bounsall: Yes. Which are equivalent to vacation pay.

Hon. Mr. MacBeth: Just by way of an aside, I understand there are many dollars held in trust for people who have never cashed their vacation pay stamps. You have some yourself.

Mr. Bounsall: I was using that as an example that this was paid to a migratory worker. When I was in college I just happened not to be in a farm area usually.

Hon. Mr. MacBeth: I don't think that proved successful; when you get migratory people who are here for a few days and gone again, it becomes difficult. But just because it is difficult, as you say, is not necessarily a reason for not doing it. Although sometimes the cost of administration outweighs the achievements.

Salesmen on part salary, part commission, we'll take a look at that.

I don't know what to think of your suggestion of leave of absence. I think you are a little ahead of the pack there. I gathered what you are suggesting is if an employee, whether by a union contract or non-union firm's custom, should have three weeks holiday after a number of years—I didn't make a note of the number of years—

Mr. Bounsall: Well 20 years in the work force or 40 years of age.

Hon. Mr. MacBeth: Oh yes, that is all right—but that they should have some sort of leave of absence.

Mr. Bounsall: A leave of absence equal to their holidays.

Hon. Mr. MacBeth: Equal to their holidays. I think that is a little avant-garde, but

it may be coming. I don't know whether we are prepared to legislate that, I don't think we are.

Mr. Bounsall: Put it in next spring rather than this fall.

Hon. Mr. MacBeth: Not this fall?

I want to make a few comments on minimum wage. Despite the criticism you levelled against what we have in Ontario, there are only a few ahead of our rate. British Columbia is at \$2.50 an hour; Manitoba, presently \$2.15 goes to \$2.30 an hour in January of next year, so they will be only five cents ahead of us at that point; Quebec as of tomorrow goes from \$2.10 to \$2.30; Northwest Territories is at \$2.50 an hour; and Yukon Territories at \$2.30. But I understand the federal rate is only \$2.20.

So that apart from your banner province of British Columbia, possibly Manitoba at the first of the year and being five cents behind Quebec tomorrow, we're not too far off what is being provided.

Mr. Reid: We're the most highly industrialized province in Canada.

Mr. Bounsall: We're never the leader in this. We should be.

Mr. Reid: We're always saying we're the leader in all of Canada, if not the universe; and in something fundamental like this we're not.

Hon. Mr. MacBeth: When that came in on July 1, I think we were the leader.

Mr. W. Ferrier (Cochrane South): We'd hate to take second place though, wouldn't we?

Mr. Bounsall: In the minimum wage they've been happy for years to be about the middle of the pack.

Hon. Mr. MacBeth: On the other hand, Mr. Archer was questioning me the other day because I, in turn, had questioned the effectiveness of the minimum wage. That had to do with the problems of inflation.

I don't know how often you can change the minimum wage. There is some suggestion it should be tied to the cost of living.

Mr. Bounsall: Index it and change it monthly.

Hon. Mr. MacBeth: I think it requires a little more certainty. There are many people who make predictions on the basis of what the minimum wage will be a certain period in advance.

Mr. B. Newman: Use the federal index, then for old age security.

Hon. Mr. MacBeth: All right, but then who knows what it is?

Mr. B. Newman: You can find out quickly enough.

Hon. Mr. MacBeth: I know, but are you going to change it every few months or something of that nature? How do you advertise the programme so the poor—I was going to say the poor employer but that won't bring much sympathy here—

An hon. member: You're right.

Hon. Mr. MacBeth: So that the employer knows what it is? I think it's fine to have a law, but presumably the people of the province are entitled to know what the law is.

Mr. B. Newman: Mr. Minister, you advertise yourself in 38 days and get elected, don't you?

Mr. Reid: Maybe not.

Hon. Mr. MacBeth: It may not happen the next time.

Mr. Ferrier: I thought he took four years to advertise and then put a big push on in 38 days.

Hon. Mr. MacBeth: If you're changing the minimum, all I'm saying in effect is that I think the law must have some certainty to it.

As you know, when we change the minimum wage we give a great deal of publicity to it by advertising in the papers. I don't know whether you can just say the minimum is \$2.25 as of July 1, plus some indexing that each of the citizens will have to apply without perhaps the technical knowledge to know how to apply it. There are problems. I'm not saying they're impossible.

Mr. Bounsall: Tie it onto your trench excavation cave-in accidents on the television. You could tack ads onto that about the minimum wage. As the guy's getting buried you could say: "By the way, the minimum wage is now—"

Hon. Mr. MacBeth: It's difficult. I've had some criticism, and I take it with a grain of salt, that because of the increased minimum wage this summer we lost a few student jobs. In other words, people were prepared to pay students at \$2 an hour but weren't prepared to pay the extra.

As I say, I take that with a bit of a grain of salt. I've had, actually, some representations

in connection with the handicapped people, but as you know there are provisions for exempting certain handicapped people. The point I wanted to make is admittedly, as of today we're not the leaders, but we're not really very far off.

Mr. B. Newman: Can I bring to your attention, Mr. Minister, an area in which your government doesn't pay the minimum wage and has been able to get away with it for years? The federal government likewise is in the same shoes, so to speak.

This happens when it comes to paying for jury duty. You don't even pay a minimum wage—\$6 a day. Maybe you should have an amendment to the Act that would include jurors and witnesses and so forth, so that at least they get a minimum wage. It is \$6 a day and the man loses \$50 pay in an industry.

Mr. B. Gilbertson (Algoma): It is not \$6 now. It is more than that.

Hon. Mr. MacBeth: Of course, you know the theory with juries, that this is part of your public duty to serve on juries. I'm not going to push that too hard.

Mr. B. Newman: I threw that out the window last year when I had a fellow who was on welfare. He happened to be working in a—

Hon. Mr. MacBeth: If he was on welfare, he might be \$6 a day better off.

Mr. B. Newman: No, he wasn't on welfare, but he had to go on welfare because he was deprived of the right of working the part-time that he was working as a waiter in a hotel. He was making \$17 a day there and he had to go on jury duty for \$6 a day.

Hon. Mr. MacBeth: I'm not going to try to justify that \$6 a day will repay anybody these days for the time lost, but there is a lot of tradition to it.

Mr. Ferrier: Tradition doesn't put much bread on the table.

Hon. Mr. MacBeth: No, it doesn't. I think many employers continue with the salary during that period.

Mr. Bounsall: But the hourly rated ones don't.

Hon. Mr. MacBeth: I know. There are hardships and I'm not going to try to deny that.

Just one question to Mr. Bounsall, though. He talked about tying the minimum wage to the average. I don't know how you would ever tie a minimum to an average. You must mean something different than I do.

Mr. Bounsall: Well, the minimum wage in Manitoba is adjusted periodically in accordance with a percentage of the average wages in the Province of Manitoba. The equivalent in Ontario would be—not the industrial composite, it would be the average of wages and salaries in Ontario, which is different from the industrial composite.

Hon. Mr. MacBeth: But it's based on a percentage of the average?

Mr. Bounsall: It's a percentage of the average, yes. And at no time is it as low as in the 40 per cent category to which our minimum wage finds its way from time to time. Usually shortly after it's adjusted it falls back below 50 per cent of the average of the salaries and the wages in Ontario.

Hon. Mr. MacBeth: I think that's all I have to comment on, Mr. Chairman.

Mr. Reid: I just want to ask a question. I'm not going to go through the bankruptcy thing again. I think we've covered that pretty well. But on page 4 of your annual report, under termination activities you've got mass terminations 23, employees affected 4,186. And then under other terminations we find there were 108 cases and the number of employees that were affected was 20,572.

Now I don't know if I've done this right or not, but I thought that if you wanted to find out roughly how many people were laid off in each job termination, you might divide the cases into the employees.

Hon. Mr. MacBeth: That's really, I think, under the next vote; is it not, Mr. Hushion? Under employment adjustment service?

Mr. Reid: Well all right.

Hon. Mr. MacBeth: Mr. Ogilvie is here.

Mr. Chairman: Mr. Ferrier?

Mr. Bounsall: Pardon me, is that where the Employment Agencies Act discussion would come?

Mr. J. R. Scott: No.

Mr. Bounsall: It would come in here? I'll come in on that in a minute.

Mr. Ferrier: I want to ask a few questions about equal pay for equal work provisions,

because a case has come up in my riding in the last few months in which I've got involved and which has interested me to quite a considerable extent.

Hon. Mr. MacBeth: Is this as it affects women?

Mr. Ferrier: Yes. Is this under this vote here?

Hon. Mr. MacBeth: Well, more particularly, we have women's programmes coming under vote 2106.

Mr. Ferrier: I think it's this vote, the employment—

Mr. J. R. Scott: This question would fall under employment standards.

Hon. Mr. MacBeth: Under yours? Fine.

Mr. Ferrier: It concerns me in that, as I understand it, this equal pay for equal work provision has been in the Act for quite some time. A group of women nurse's aides at South Centennial Manor in Iroquois Falls in 1969 apparently filed a complaint about equal pay for equal work. An investigation was carried out. My understanding is that an award was made at that time to the women, and then nothing further seemed to be done until a complaint was raised in April of this year.

Now the first question I want to ask is if an investigation has been carried out and you have found that an employer is in contravention of the Act and regulations, do you do follow-up work periodically to see that the situation is corrected?

Hon. Mr. MacBeth: This is the general question you've got arising out of this incident.

Mr. Ferrier: Yes.

Hon. Mr. MacBeth: I don't know whether you know it or not, but some charges were laid today in connection with that. But if you want to use that as an example, go ahead.

Mr. Ferrier: I want a general question.

Hon. Mr. MacBeth: A general question.

Mr. Ferrier: If you do follow up, if a charge has been laid and an assessment made, do you pursue it in the interval or is it left up to the employees to again raise a complaint with your branch?

Mr. J. R. Scott: The adjustment in that particular instance was made in the first

award. The wages were adjusted and we had proof of that adjustment, and I think through the period of time we assumed that adjustment was still in effect. Now what actually happened—

Hon. Mr. MacBeth: Are you referring to this particular thing?

Mr. J. R. Scott: Same place, sir; the first award.

Hon. Mr. MacBeth: Can you keep your remarks general rather than to refer to—

Mr. J. R. Scott: I'm sorry.

Mr. Ferrier: I am talking in a general sense, because we have to. I gather it is a sub judice situation.

Hon. Mr. MacBeth: Since charges have been laid.

Mr. Ferrier: If the situation has been corrected, do you then assume that goes on?

Mr. J. R. Scott: No, we will get proof. The proof does come to us in the form of the proof of payment to the employees and we have proof that wages are adjusted at that particular moment in time. We leave it then to the employee, in a sense, to tell us if a change occurs in that status of wages. That is just about the way we operate, sir.

Mr. Ferrier: All right; the next question: What happens if there is a contract between a union and an employer in which the signed contract doesn't make provision for equal pay for equal work—where, in fact, equal work is taking place and yet there is a different wage rate for a man and a lady? Are both the union and employer in contravention of the law? Can you do anything about a situation like that? Do you find it, in fact, occurring with any degree of frequency?

Hon. Mr. MacBeth: That is a legal question. Mr. Hess, have you got an answer for that one?

Mr. P. Hess (Director, Legal Branch): I think the section makes it quite clear that if a union does such a thing, as well as an employer, they are both liable under the legislation—and I refer to subsection 3 of section 25.

But let's face it, the union probably has a very good defence, because they can say that the employers' continual argument was that it wasn't equal work and therefore there should not be equal pay.

It would involve thrashing the whole issue out—as we have to anyway—with the employer. It would involve a prosecution, and in a prosecution we have a much greater burden of proof beyond a reasonable doubt.

Technically, it is possible to prosecute the union. But I wouldn't hold out much chance of a successful prosecution, because I think they could defend themselves by arguing that there may not have been equal work. At the same time they are complaining to us—when I say us I mean the employment standards branch—that it was equal work, but that the pay was not equal. You see the position they put themselves in.

Mr. Ferrier: Usually, it is only if people refuse to make adjustments that you have to get to the stage where you go to a court procedure. Most of the matters are handled by your officers going in and making investigations and determining certain facts, are they not?

If those facts make it pretty clear that most employers and others involved are prepared to make the adjustments, then that's about it. There is no protracted battle or anything like that is there?

Mr. Hess: On the contrary, some employers fight very vigorously.

Mr. Ferrier: Do you have to take a number of employers to court under the provisions of this Act?

Mr. Hess: We do not take them to court in the sense that we prosecute. What we do is we have a hearing as to whether there has been an infringement. Then the person holding the hearing will issue an order to rectify the situation.

Mr. Ferrier: I see.

Mr. Hess: We avoid prosecutions.

Mr. Ferrier: Do you make fairly routine checks of the kind of institutions, such as homes for the aged and nursing homes, and I suppose restaurants, where there is a possibility of a large number of women working, to see that the provisions of the Act are being carried out; or does it in most cases depend on the employee who feels that there has been an infraction and the provisions of your Act should be enforced?

Mr. Hushion: In the past it has been largely a complaint response. We have been moving over the past year—to isolate areas where we think we have potential problems and focus our resources on them. We are

training personnel in that area, because it is a pretty complex area.

We have developed a number of proposals, which as a matter of fact we are just about to discuss with the Minister, about how to approach this particular problem—particularly in the broad area to which you are referring.

Mr. Ferrier: I don't think I am going to pursue the matter further. I could say it has taken quite a long time in the particular instance that I was concerned about; and I am glad the ministry has pursued the matter as thoroughly as it has.

I guess I shouldn't say anything more at this point. I wouldn't want to jeopardize the situation.

Hon. Mr. MacBeth: We have additional information on that too.

Mr. Ferrier: I just wish you luck.

Mr. Chairman: Mr. Bounsall.

Mr. Bounsall: On this same topic. When you speak of the Equal Employment Opportunities Act, you usually think of this in terms of women being paid equivalent to men for equal work. This is the way it always strikes me, and seems to strike the public that I talk to. Do you have many instances of complaints about equal pay for equal work among two male employees. This came slightly to my attention in the summer work field, where you have students being paid at the student minimum rate for doing a particular job. One student was doing the identical job, but he happened to be the nephew of the owner—in this case a construction situation. The student had a slightly different job title, but was doing exactly the same work and being paid more. I assume this sort of complaint could come under this.

Mr. Hess: No.

Mr. Bounsall: No, not at all? This isn't covered at all by this?

Mr. Hess: How could it be? As you look at the section, it's a discrimination between male and female; it's not between male and male, or female and female.

Mr. Bounsall: So you don't handle the discriminations between female and female or male and male?

Mr. Hess: Not to my understanding.

Mr. Bounsall: Shouldn't you?

Mr. Hess: Should it be?

Mr. Bounsall: Shouldn't you?

Mr. Hushion: I am not aware of very many cases coming to our attention with this sort of problem.

Mr. J. R. Scott: I am not either.

Mr. Bounsall: I have heard of one recently; that is all. I don't have the facts on it or I would have put it on paper to you by now. What would you do, if I did? I mean, do you have any mechanism for handling this?

Mr. J. R. Scott: Nothing, sir.

Mr. Bounsall: Should you not?

Mr. J. R. Scott: There is one area where there possibly could be a violation, if that was under an industrial standard schedule or some situation like that; but not under employment standards.

Mr. Hushion: One of the things we might do, because there are situations where we have done this before where there may be something that doesn't fall squarely under the Act, the officer would go out and talk to the employer and the employee to try and determine what the nature of the problem was and try, really, to conciliate; try to make the employer understand the implications of what he was doing. The officers have in fact on occasion used their good offices to this effect.

Mr. Bounsall: Used the persuasion of their offices. Would this be a discretionary power of the director?

Mr. J. R. Scott: No sir.

Mr. Bounsall: You just have to use the powers of your office with a discretionary term tossed in somewhere in the letter and hope it might work.

Mr. J. R. Scott: That's right sir.

Mr. Bounsall: One other thing that has occurred to me on the minimum wage situation is how much training must be in a particular programme before that programme would be classed as an educational one and therefore not one in which you would be required to pay the minimum wage? Do you have a set percentage of time, minimums of educational training?

Mr. J. R. Scott: Are you referring to the exemptions under section 3 of the regulations, is that what you are referring to?

Mr. Bounsall: I am sorry, I don't have the regulations with me at the moment.

Mr. J. R. Scott: Are you referring to the secondary school student who performs work without pay under a work experience programme?

Mr. Bounsall: Well are there minimums there?

Mr. J. R. Scott: Not under that, no. That is a clear exemption from the legislation, sir.

Mr. Bounsall: A clear exemption.

Mr. J. R. Scott: Well from this part of the legislation.

Mr. Bounsall: What is the phrasing on that?

Mr. J. R. Scott: "The secondary school student who performs work without pay under a work experience programme approved by the Ministry of Education." And generally they are for a short period of time.

Mr. Bounsall: This is without pay?

Mr. J. R. Scott: That is right.

Mr. Bounsall: No; my question pertains to someone who is getting paid on a programme that has some training content. Is that programme then exempted from paying the minimum wage, if the person is receiving a wage? This would be a secondary school programme which I have in mind.

Mr. J. R. Scott: Where he is engaged in an on-the-job training scheme?

Mr. Bounsall: It is the Junior Forest Ranger programme specifically. No one has brought this to my attention. I had 10 minutes on the train one day thinking about that programme and I did some quick calculations. To me it didn't seem to be paying the minimum wage in that programme for students of age 17, bearing in mind the figures which the ministry released for what one can be charged for room and board. And if they weren't paying the minimum wage in the Junior Forest Ranger programme, I felt that the only reason they couldn't be is that somehow they were into some category that allowed them not to pay the minimum wage because they gave them one seminar each Saturday afternoon. Now does the Junior Forest Ranger programme qualify for an exemption because there is some educational component to the summer programme? If not, why aren't they paid the minimum wage?

Mr. J. R. Scott: There is no specific exemption for that specific group of persons working on that programme. That is number one. Number two, I believe that we have had an opinion—I am going back some years; I certainly didn't get the opinion—but they did not really fall within the definition of the employee, per se, at that time. But there are other factors they have taken into consideration that are of benefit to the person engaged in that programme.

Mr. Bounsall: Well I would be interested in hearing from you on that.

Mr. J. R. Scott: Well I do not have the information with me tonight, but I certainly could look into it for you.

Mr. Bounsall: If you could get me the details on that, bearing in mind the room and board rate which the ministry put out—

Mr. J. R. Scott: Right.

Mr. Bounsall:—bearing in mind the hours worked, they certainly weren't getting the minimum hourly rate. Now there is a training component in it, but it usually takes the form of a Saturday afternoon lecture, or three or four days over the course of the entire summer in one straight block of time and that's all.

Hon. Mr. MacBeth: Isn't there a fair amount of recreation involved in that too?

Mr. Bounsall: Maybe, it depends upon the camp. At some of the camps, I know, you put in a pretty fair day from beginning to end, and then you get time off at the end. But you really are worked, at least in some of the camps.

Hon. Mr. MacBeth: I understand there are periods for swimming and that type of thing.

Mr. Chairman: There are.

Mr. Bounsall: But you do put in an eight or 10 hour day apart from the periods you get for swimming. You might get a period off from 12 to 2 in the middle of the day, but you don't shut down at 5 o'clock at night. You go on until 7 or 8 with the work programmes.

Mr. Chairman: I think they shut down earlier than that.

Hon. Mr. MacBeth: My understanding was we weren't taking on the young people on the basis of what they could accomplish but as a combination recreational and training experience for them. Admittedly, they are

contributing to the welfare of the forest or whatever else they are doing. It is an active, constructive programme, but we regard it as more of a camping experience than a work programme.

Mr. Bounsall: But they do a lot of work.

Hon. Mr. MacBeth: I know. You might argue that they are replacing somebody else who might be working for us, but I would hesitate to see us do away with the programme.

Mr. Bounsall: I am not arguing that—and maybe some people wouldn't describe the number of hours they put in as all work. They may not be pushed all that much.

Ask them: "How many hours did you work a day?" "What was your recreation time?" "How much time was devoted to education about the job?" You will find that their reply is something like: "Well, the work hours are considerable." Ask them: "Were you pushed very hard?" They'll reply: "Well, I was lugging rocks all day long"; or "I was cutting brush all day long." It sounds like work to me. This is an area I would like you to investigate.

Hon. Mr. MacBeth: I think we can investigate it, although the questions as to what they are actually doing, the hours of work and the hours of something other than work, might better be asked of the Minister of Natural Resources (Mr. Bernier).

Mr. Bounsall: It no doubt varies from location to location as well.

Hon. Mr. MacBeth: If the suggestion is that we are getting cheap labour—and that may be the suggestion—then I think we rightly should be looking into the matter. But that has not been my understanding of the purpose or the intent of the programme.

Mr. Bounsall: Well, the in-classroom educational programme apparently is not a very high component in this. What you would call the training or educational part of the programme is not a very high component.

Mr. J. N. Allan (Haldimand-Norfolk) **Mr. Chairman,** I wonder if I might express an opinion with regard to the Junior Forest Ranger programme.

Hon. Mr. MacBeth: I would welcome some comments, Mr. Allan.

Mr. Allan: I have had several boys who have been Junior Forest Rangers, and to me it is one of the finest programmes. It is

run in a way that seems to be especially beneficial to the boys. The boys don't get a big salary. They get quite a small allowance. But they get good discipline. I have never had a boy who has gone up there and come back disappointed or who has grumbled about the treatment or the salary he got.

By keeping the payments at the level they have been, they have been able to accommodate a great many more boys. I think this is an excellent programme. It's good for the boys. It doesn't hurt them to go and to receive the compensation they get. It is good for them.

Hon. Mr. MacBeth: You sound like the Minister of Labour talking about children working on farms!

Mr. Ferrier: I must say—and I want to correct the member for Haldimand-Norfolk on one point—it is not just limited to boys; girls participate in the programme, too—

Mr. Allan: I haven't had any girls yet!

Mr. Ferrier: I had the very distinct pleasure this past summer of having lunch with the girls and seeing how they were contributing to the welfare of my riding.

Mr. Allan: No wonder the girls like to go up there!

Mr. Ferrier: I think we all would have to agree that it is an excellent programme.

Mr. Reid: This is off the topic.

Mr. Ferrier: We did have a good discussion of that in Natural Resources and we hoped to get some commitment that there would be some upward adjustment in next year's programme, though I guess Mr. Scott will be answering Mr. Bounsall as to the implications of the minimum wage requirements. But I think we would all have to agree that it is a good programme.

Mr. Allan: It is an excellent experience for these youngsters.

Mr. Bounsall: It is a good programme—

Mr. Allan: I am hoping that one of my grandsons can go this coming summer.

Mr. Bounsall: It is a good programme. I just don't want our young boys taken advantage of in the work part.

Mr. Allan: Well, I don't think they are overworked.

Mr. Chairman: Item 2 carried? Carried.

Item 3, employment adjustment service.

Hon. Mr. MacBeth: I will ask Mr. Ogilvie if he will come forward. He is in charge of this.

Don't go, Mr. Hess, I might need you.

Mr. Chairman: Mr. Reid.

Mr. Reid: Thank you.

Hon. Mr. MacBeth: It's nice to have my counsel by my side.

Mr. Reid: What do they say about lawyers who defend themselves? A lawyer who defends himself has a fool for a client?

I just have a couple of short comments on this. I would like to get an explanation of the figures on page 4. I would like to know how you define mass termination. It seems to me that when you have 108 cases, or situations, and 20,000 people laid off, there must have been a large number of people involved in each of those situations.

Hon. Mr. MacBeth: Mr. Ogilvie.

Mr. R. Ogilvie (Acting Director, Employment Adjustment Services): Yes, Mr. Reid, there are several things. During the year on which the annual report is reporting the reporting systems within the branch were in the embryonic stages. The branch was started in May, 1973. The principal activities of the branch at that stage were to continue monitoring and investigating a number of the mass terminations, as well as a number of additional cases that were coming in.

So the reporting system distinguished between mass terminations, according to the definition of the Act. These are terminations involving 50 employees in a four-week period of time, provided that they don't have a 10 per cent or less exemption.

You can have a situation, which is represented in the other termination section, where a company has a total employment of 15,000 employees and lays off 1,400. That's technically not a mass termination, so that would appear in a subsequent section under "other termination" just for distinguishing purposes, because the ministry had a tradition prior to that of reporting strictly in mass terminations. The concern of the branch in its first year was the level of activity it was receiving in other areas, besides just technically mass terminations.

Mr. Reid: Since this is a relatively new programme, you could tell us just how it has helped the ministry and helped employees

in seeking adjustments, other jobs or planning for manpower surpluses, or whatever.

Mr. Ogilvie: The branch is really a four-man flying squad who cover the province on mass terminations, closures and bankruptcies, as well as certain cases of expansions in the industrial environment.

On the mass terminations, closures and bankruptcies, we are involved in investigating all cases that come through our information systems that identify X number of people being laid off. In instances this year, we have dropped our level to handling cases of 25 or more; and in certain other instances we will record as low as 10.

Mr. Reid: And what do you do in those cases once you identify an area where terminations of this nature are occurring?

Mr. Ogilvie: Once we identify and confirm there are people being laid off, our officers will visit the company and talk to the company and the union, if present. They will try to confirm when the dates of the terminations will occur and what the state of the labour market is. They will check with the number of municipal, provincial, and federal services in the area to get a feeling for what the re-employment opportunities are.

At that stage we will try to establish a committee with the company or the union to begin the work on the adjustment process for the workers themselves. At this stage we bring in the federal government and the Canada Manpower consultative service with their manpower assessment incentives agreement. The manpower assessment incentives agreement is a simple document that says the company and the union, or representatives of the employees, enter into an agreement to facilitate the adjustment of the workers back into the labour force if it's appropriate for them. Some may wish to go into training, other ones may not wish to return to the labour market as well.

That two-party agreement is supplemented by representatives from the federal government and representatives from the provincial government. There is funding for \$5,000 or \$10,000—whatever the sum they agree on. It's a 50 cent dollar from the federal government. The provincial government, on an experimental basis, has been working on a 25 cent dollar. The company and the union split the remaining 25 per cent between themselves.

They hire an independent chairman from a list of chairmen that has been developed by CMCs over the last seven years. They have worked on other committees and are some-

times professors at universities; others are retired presidents or vice-presidents of companies who have experienced layoffs in their own time and are back into the sphere of trying to guide the activities of this group.

Once it's constituted, the committee meets and then does an assessment of the employees—what is their work history, what are their educational backgrounds, what are their concerns and what are their interests. A letter is circulated to all the employees asking them if they wish assistance from the committee, or if they feel they can adjust themselves normally into the labour market without any problem.

Those who return the letter saying they are interested become the client group for the committee. The committee then begins the process of looking for alternate work, tying in with the CMCs and calling additional companies. In certain instances companies can hold the layoff back and they will stage it in a different sequence to help in the situation.

In other cases, they will look at the benefits for the employees. Unions will check back through their ranks to see what it happening in other areas, other companies. CMCs and provincial services are contacted. We basically try to integrate the range of company and union measures with provincial and federal measures.

Mr. Reid: It's a co-ordinating job. Do you find you have enough advance notice to go through all this? No government agency is known, usually, for its swiftness of action. If you're dealing also with the federal government, along with a local committee, do you really have time to go through all this machinery by the time the actual layoff occurs?

Mr. Ogilvie: The mechanism is fairly straightforward. We have a marginal amount of red tape because we are a group of people involved in this. All my officers are trained in all the programmes of the provincial government. They know the players, and the rules and are able to pull the pieces together fairly quickly.

Mr. Reid: You think this has been fairly successful?

Mr. Ogilvie: In the initial stages we looked at some of the work the Canada Manpower consultative service had done on other cases that the provincial government wasn't involved in. We were quite impressed with some of the results. We think the committee process warrants certain changes to speed it up, and in certain instances to make it more effective.

But bear in mind that the approach is a self-help one. In effect, it's trying to get the

company and union to do as much as they can to help employees. You supplement it with government services available in that environment. In that instance, the committee is, in effect, a private committee. So it is difficult to say you want the heavy hand of government in those kind of committees. If it feels committed to the task, the committee often can do much more than the government could to assess their range.

Mr. Reid: Let me be parochial for a moment. We are going to have some serious problems in my riding in Atikokan where we've got primarily two large employers; Steep Rock Iron Mines and Caland Ore. A few months ago we were informed that Caland Ore was going to withdraw from mining in Atikokan, which threw the whole town into an uproar. Now, we've got an indication they're going to stay in Atikokan. This has caused more problems, because Steep Rock Mines was going to move into the ore body that Caland Ore has been using. But it looks as if—by the end of 1978—maybe even before that—there's a good chance Steep Rock Iron Mines is going to be out of business for all intents and purposes in Atikokan.

They employ in the neighbourhood of 500 people. This could very well happen. There is no alternate employment for that number of people in the town or environs.

What would you do about that? Would you go into Atikokan and assess the situation and say: "Here's the list of alternates, or government policy, provincially and federally, available to you?"

Mr. Ogilvie: It's worth bearing in mind that we're a remedial programme. We're not a preventive agency. When the decision to lay people off is made, we're involved in what can be done about adjusting those workers into the new environment. The question of Atikokan is to some extent up in the air from our information. It's changed four times in the last eight months, going from the earliest date of late 1976 to 1980. That's our figure as of a week and a half ago.

Mr. Reid: That's for Caland Ore.

Mr. Ogilvie: Right. And the jockeying between Steep Rock and whether or not Caland is still going to operate because of the royalty and a number of these things.

Mr. Reid: That decision has been made. Caland is going to operate their open pit until 1979 and their pelletizer until 1981, so there's going to be a layoff for sure at Caland in 1979, because they won't need that many

people to operate the pelletizer. But the problem now is that Steep Rock finds itself in a position of having run out of high-grade, low-cost retrievable ore and were planning on moving into the Caland area. The employees at Steep Rock got a letter, yesterday I believe, pointing out that unless they can come up with some alternative system of ore recovery so that they can dig the mineral out of the ground and sell at a reasonable price, then the employees of Steep Rock are facing final termination.

Mr. Ogilvie: Well I can tell you what our branch it doing on that particular case at this stage. We have one officer assigned to it who is currently attempting to establish an inventory of the workers to see what the characteristics are. Then we will be beginning the work of tying in with the Ministry of Natural Resources and the mining industry in general to see what the long-term prospects in the mining industry in Ontario are, to see what new capacities may be coming on stream or which ones may be dropping off in order to get some estimate in the later years of the Seventies as to what the industry is going to be like, and on that basis to develop certain contingency plans that can be brought into effect at that stage.

We are dealing with a very difficult situation here, because in the smaller towns such as Atikokan, which are resource-based to begin with, once the ore body is gone you lose the alternative employment opportunities. You have a limited labour market.

Mr. Reid: That's right. Once the ore is gone, it's gone.

Mr. Ogilvie: The perspective that we take is can the company and the union work on the basis of trying to find alternate employment for the employees who wish to move in that direction. So they would obviously be dealing with the question of moving people out of the area as a possibility, with mobility assistance if they wish it. The question is whether or not that would be successful in the long run; and I really don't know at this stage.

But as I say, our approach is working on the question of the assessment of the status of the employees, working it back through to see what is happening with Pickle Lake, Lake St. Joseph and a number of these areas of activity. Will they be coming on stream in time to pick some of these people up? Will their skills be transferable?

Then we will develop our contingency plans so that when the committee is formed,

if the company and the union are agreeable, this can be used as a base line and we say: "Okay, here are the characteristics, here's a lot of the work done, let's start looking at the adjustment measures along the following lines. We know that X number of companies are short these many operators and the following equipment—muckers—whatever it is.

Mr. Reid: Well, we will hope we won't have to use your branch, because as you say the situation is up in the air. But I am glad that you are aware of it and have taken some steps.

The other thing that I would like to ask about primarily is on page 5—the special employment adjustment projects. I see they have one there in Haldimand-Norfolk, but I will leave that for Mr. Allan to discuss if he is interested. But I want to speak about the northwestern Ontario interministerial advisory committee. Our greatest problem at the moment, to a large extent, is that we can't get people in northwestern Ontario. We can't get people to work in the mines of Atikokan, we can't get people in Ignace, we can't get people to work in the bush and we can't get people in Red Lake or Sioux Lookout. We can't get skilled miners and skilled bush people. Now I don't know if that comes under your terms of reference or not.

Mr. Ogilvie: Well the other thing, as I mentioned, is that besides being a four-man flying squad, we also handle pretty well everything in the ministry that falls in the cracks. If it doesn't fall squarely on John Kinley's programme or if it doesn't fall clearly in Mr. Dickie's area, it ends up in the employment adjustment service to a large extent. So we do a lot of ad hoc expediting and trouble shooting.

This question of the northwest Ontario interministerial advisory group was really a joint activity between the employment adjustment service and the research branch in assessing the recommendations and implications of the Ministry of Treasury, Economics and Intergovernmental Affairs report on Design for Development for Northwestern Ontario. The outcome of it was basically that we felt there was a need for more data on the labour force and employment base in northwestern Ontario and for a look at the mobility patterns and the availability of labour in general within that context to see if, in fact, growth centres would work.

It was really a question we posed in regard to the concepts that were proposed—they

were sensible, they were consistent, they seemed to be operating in certain other places—but the questions from our ministry's perspective on the labour force were whether or not the people were available, would you be able to move the people, what were the mobility patterns, and principally what adjustment measures would be necessary as a result of the moving of development strategies in particular ways?

As a result of our work on that committee with the research branch, a number of studies were proposed and were subsequently accepted. I believe that funding has come through and they are going to be carried out either this winter or next spring.

Mr. Reid: We are at the more studies stage at the moment?

Mr. Ogilvie: Regretfully, yes; but we think it was a useful contribution.

Mr. Reid: I must say I had never heard of this until I read it in the annual report. It disturbed me somewhat, because that is part of the area I represent. I think there is some responsibility, if I may say so Mr. Minister, to keep the members informed as to what is going on in their own area. That is just maybe an aside.

I would be very interested, not necessarily to have some input into this thing, but to know that these things are going on. I go around bad-mouthing you people all over the place, saying you are not doing anything, and here you are actually doing something.

Mr. Ogilvie: I think, Mr. Reid, with regard to the reports, Design for Development, Phase 1, 2, and 3, for Northwestern Ontario, we found them several years old to begin with. They have been sitting around for quite a while and I think they are part of a public discussion process. All that happened was that the reports were sent out to a number of ministries.

Mr. Reid: I have seen the Design for Development.

Mr. Ogilvie: Well, they just asked for ministerial response. There is no interministerial body per se. That was the mechanism of getting the report out to all the ministries and asking for their comments.

Mr. Reid: Yes, but you are doing something specific in relation to that?

Mr. Ogilvie: Yes. John Kinley's branch is working specifically on it, that's right.

Mr. Reid: That's the part I wasn't aware of. I know all about Design for Development. It was out of date when it was finally produced and it was based on a number of misconceptions. It is like the Toronto-centred region plan; it doesn't really have much relevance.

That's fine. I would be interested to be kept up to date on this particular programme. Thank you.

Mr. Chairman: Mr. Bounsall?

Mr. Bounsall: Mr. Ogilvie, I want to thank you for the very lucid explanations you have been giving here about a programme that I knew very little about.

One portion of the annual report interests me. This is the section where you are developing mechanisms for monitoring the economic environment and the identification of industrial sectors subject to mass terminations. When I read the title, as I was reading through the annual report, I said to myself I am going to urge them to do something about the auto industry, and of course I read the next paragraph and find that you are taking some initiatives in the automotive industry area with the big four and the UAW.

I would like to hear a bit more about the results of these initiatives that you have taken. Let me ask two specific questions. Did you get involved with the Hall Lamp termination which would have occurred after your branch was formed—this would be last December—in the London-Clinton area in terms of employment adjustment?

Second, when the Ford Motor Co. engine plant, which is the only really respectably large Ford operation in Windsor, had its layoffs due to the energy crisis situation last winter, while at the same time at the Ford plant at Talbotville the employees there were refusing to work overtime, did you get involved in seeing that opportunities were there for the Ford engine plant workers at Windsor to work, if they wished, at the Pinto and Maverick plant at Talbotville? Where do you fit in on this sort of thing? You were talking with the UAW. You are talking about organization. What happened in those two particular UAW areas?

Mr. Ogilvie: Unfortunately my senior officer, who was here from the beginning of the introduction of the termination legislation itself, is not available tonight, and he was specifically involved.

On the question of Hall Lamp, the Ministry of Labour was involved with the termination

itself, in attempting to re-employ and relocate the employees. If my memory serves me correctly, an adjustment committee was set up in those instances of Hall Lamp, and it did work toward the development of adjustment programmes to reintegrate the employees.

I can't recall seeing a final report on it so I couldn't say what the final success of it was. It is something that I could check for you, but I don't have it available at this stage.

On the question of the Ford engine plant in Windsor and operations in Talbotville, one of the interesting things that occurred in the energy scare was the fact that a large number of layoffs were announced in the initial stages, and in certain instances they actually materialized, but subject to recall within shorter periods of time than people expected. We found this to be quite a prevalent pattern, especially in the auto industry, where we had a very, very large number in addition to just the Ford engine plant in Talbotville—Oakville, Oshawa, and some of the parts manufacturers as well. A major proportion of these were recalled.

One of the difficulties we have in adjustment measures is that you can lead a horse to water but you can't make him drink. In the instances of employees, we develop a self-help programme using the resources of the employer and the union through a committee structure to ascertain if the employees require any assistance. When you have the presence of the SUB plans it has a tendency to withdraw a large percentage of those people from actively seeking re-employment until either the benefits run out or the recall rights are expired at that stage. That is one of the difficulties we have in the—well, let me phrase that differently—

Mr. Bounsall: They don't automatically respond as quickly.

Mr. Ogilvie: That is a benefit in the automotive industry, which means they are not as concerned as other industrial sectors are about becoming re-employed, because they are drawing perhaps 90 or 95 per cent of their previous take-home pay. Under those circumstances, if the employees are not interested in it, we don't pursue it any further with them until it reaches a point where their benefits expire and they are then actively looking for work, and then we will go back into that situation. So, with the initial layoffs that were planned in the automotive industry, we set up a couple of BF—bring forward—systems on the SUB plans to keep ourselves advised when the plans would ex-

pire and we could expect a large number of employees to be coming out into the labour force again. In effect, they didn't materialize, because there were a large percentage of recalls and they went right back into the system again.

Mr. Bounsall: They were back in the system before the SUBs ran out?

Mr. Ogilvie: Oh, in many instances very, very quickly.

Mr. Bounsall: I know there was one particular point, I think it was in the month of February, in which, partly because the workers at the Talbotville plant were not working any overtime according to the voluntary overtime agreements which they had in their contract, then with the energy scare Fords and Mavericks were selling very well, so the plant really needed more employees. This occurred at the very time when you were getting the rather large layoffs from the Ford engine plant in Windsor, which was making almost entirely the large engine, and of course large cars weren't being sold so the demand had fallen off sharply for the large engine. There seemed to be an automatic match there if one could have effected some co-ordination and done something about it.

Mr. Ogilvie: In any of those situations that we can appraise ourselves of we try to match groups across sectors. For instance, right now in a certain textile industry there are certain difficulties cropping up, so that you have several layoffs. We are also working on the other side of the street with garment manufacturers on job vacancy problems. So, with our knowledge of the terminations occurring, we are starting to match people across.

We have several interesting situations, just as an aside, that you might be interested in. We have one with 24 cloak and garment manufacturers here in Toronto who are looking at a number of vacancies because of an aging workforce. It is picking up its vacancies because of attrition. We have set up a system with the Canada Manpower Centres in the area, as well as with the Unemployment Insurance Commission and the provincial manpower training branch, to take a look at existing clients to see what openings there may be for people who need replacement positions. As it turns out, we had the union representatives and two employer representatives interviewing a list of some 280, I think, from the UIC and from the CMC file. Although they're not able to find any for their own employment, they've been placing them all

in the textile industry throughout the whole city.

It's just a result of that that they're able to pick up and tie them into other areas; even though they haven't been able to pick up the experienced operators and machine operators they want themselves. So you start to get that matching.

But, as I say, it's not a prime function of ours. It's that liaison facilitating function that we play in trying to solve a number of those problems as they come to our attention.

Mr. Bounsall: On page 5 of the report, you specifically mention the big four, the UAW and the parts manufacturers in this monitoring for economic environment identification of the terminations. Can we talk a bit more about that? What's happening there? Is there anything other than what you've said in general terms about any other industry?

Mr. Ogilvie: This was a specific one in response to the energy crisis that initially emerged.

Mr. Bounsall: This was the energy crisis response.

Mr. Ogilvie: We found a large number of rumours coming through the system about major layoffs in the automotive industry, and we started picking up some of the temporaries in the front end work on it. We set up a monitoring system with all of the employers and the parts manufacturers so we could try to pinpoint where ripple effects might be if the energy crisis got any more severe.

Just when we had completed our full round of meetings with the big four themselves, with the UAW and with the parts manufacturers association and several of the parts manufacturers themselves, the situation in the industry started easing. We put our monitor on the shelf at that stage, because we had a number of other areas to which we had to give priority and get into because we're only a four-man shop, including myself. Well, five, including myself.

So we put that on the shelf at that stage to get into a number of other areas. But we've since been looking at the possibility of bringing that forward again, because we're starting to feel some grumbings in some other areas at the same time.

Mr. Bounsall: Yes, the layoffs are starting, or rumoured to be starting in the auto industry.

Mr. Ogilvie: Yes, we're picking it up in terms of trends about the parts manufacturers.

And, of course, the States are getting certain problems immediately now with fairly large-scale layoffs already announced. So, we're going to start cranking that back up to see if we can stay tuned in to what's happening.

Vote 2105 agreed to.

On vote 2106:

Mr. Chairman: Vote 2106, women's programme.

Mr. Reid: Well, are we going to have the ladies up?

Hon. Mr. MacBeth: Yes, Mr. Chairman, we've been saving some of the best for the last.

Mr. Reid: Saving the best for the last.

Mr. R. B. Beckett (Brantford): Patrick woke up.

Hon. Mr. MacBeth: Mrs. Ethel McLellan is the senior person in charge of the women's programme. And Kay Eastham is in charge of the women's bureau. It is a delight to introduce them to the committee.

Mr. Reid: It certainly is a welcome change; not that we have anything against the other gentlemen.

Mr. Hushion: That is discrimination.

Mr. Reid: I don't know why I've always liked women better than men. Funny thing; never been able to get over that.

Mr. Chairman: Vote 2106, item 1, office of the executive co-ordinator.

Mr. Bounsall: Just a few questions, because it is a new activity, Mr. Chairman. The executive co-ordinator. It's probably in the explanatory material, but what's involved in this office? How many employees and what are they doing and so on?

Hon. Mr. MacBeth: Mrs. McLellan, you can carry on now?

Mrs. E. M. McLellan (Executive Co-ordinator, Women's Programmes): Yes. I am the executive co-ordinator. This office was established really to implement the government's intention with respect to equal opportunity for women in the province. The office itself, in respect to its staffing, has myself, an executive assistant, a secretary and another typist. It's called a co-ordinator's job because I am responsible, through my membership on the Civil Service Commission—I am a Civil Service Commissioner—and my

membership on the Status of Women Council, which is a body of women appointed by the government from outside in the private sector, to advise the government what they should be doing about different activities related to women.

We see that the pressures that the Status of Women Council brings to the government in respect to its activities cover a wide range of topics. These include women in society and women in family life, women in all areas—not to exclude employment, but well beyond employment—and that these are responded to by the various ministries. So, that really is a description of the co-ordinator's job.

Mr. Reid: Can you tell us how successful you have been? For instance within the civil service, can you point to some figure and say, "At such-and-such a level we now have so many women in those positions that we didn't have before?"

Mrs. McLellan: I am not as alert statistically as I might be in this area. But we are certainly hoping, when my first annual report to the Legislature is tabled at the end of March, 1975, that that kind of result will be before you.

Mr. Reid: How about boards and commissions? Do you have any idea about that?

Mrs. McLellan: There has been a reasonable improvement in the number of women appointed to boards, commissions and agencies.

Mr. Reid: What do you consider a reasonable improvement? There were practically none before.

Mrs. McLellan: All right, one is a reasonable improvement.

Mr. Reid: What is an improvement?

Mrs. McLellan: Two factors have come into play in increasing the number of women appointed to boards, commissions and agencies. One is the being alerted to the vacancy situation and the second is the development of a talent bank. We are searching the province continually for women who would likely be interested in these various things.

Mr. Reid: On Sept. 18, 1973, when you were appointed, the then and unfortunately still Premier (Mr. Davis) said in the press release that:

One priority area is appointments to provincial government boards and agencies. Over the next year I hope to see a significant increase in the number of appointments of women to such agencies.

You are not in a position to tell us how?

Mrs. McLellan: No, but there have been several women appointed. For instance, we now have a woman commissioner on the Workmen's Compensation Board, a woman member of the Ontario Municipal Board, a woman chairman of the Ontario Pension Commission, to name three. There are of course many boards and agencies of lesser status throughout the province. I keep a record of these and I am really quite impressed with the number of appointments that are being made. The fact that we are being advised of the vacancies I think is rather interesting, so that we can submit—

Mr. Reid: That is the way it is done? You find out that they are looking for someone and then you say, "We would recommend..." I understand that—

Mr. Bounsall: What would you feel to be a reasonable rate of progress? You talk about one and one and one and one on these various things now. That can be viewed very much as tokenism. I am interested in what your view is on a rate of increase in representation on these various boards and commissions. What are you aiming at, and what would you be satisfied with in terms of numbers?

Mrs. McLellan: I wouldn't be satisfied to see a woman appointed to any board, commission or agency she wasn't qualified to make a contribution to.

Mr. Bounsall: Exactly. That is inverse discrimination.

Mrs. McLellan: Part of the answer to your question is in finding women who are qualified. That is part of the problem. We feel there are many women who are interested and could be qualified. We have got to make sure that we are competently recommending them when things happen. That has been part of the process in the last year, to develop the so-called talent bank for this purpose. As to how satisfied we would be if we had a supply of 1,000 names, for instance, then we could say we want to see that 10 per cent that would be 100. We don't have that many names at the moment. We are encouraging this through women's organizations and other contacts, but we haven't

got that many women in our talent bank for the purpose.

Mr. Bounsall: How many do you have in there?

Mr. Reid: Have there been any withdrawals?

Mrs. McLellan: The matching process is quite a problem, to decide what sort of woman would be qualified on the municipal board or the Workmen's Compensation Board and so on. You have to look to the area of interest.

Mr. Bounsall: Do you have them categorized in the bank, then?

Mrs. McLellan: We try to.

Mr. Bounsall: How many, roughly? I know you say that in March you will have the statistics for us. Do you have any idea of the number? You don't have a thousand. Do you have a couple of hundred?

Mrs. McLellan: Oh yes. I haven't taken a recent count. I would think the talent bank probably consists of around 400 names which have been thoroughly screened and are ready for recommendation.

Mr. Bounsall: So if we know of talented women we should let you know.

Mrs. McLellan: Let me know. This is from all over the province because these appointments take place in every part of the province.

Mr. Chairman: You have quite a list, Mr. Reid.

Mr. Reid: Yes. I am not so sure that they would—

Mr. Bounsall: That's why I asked about the talent classifications.

Mr. Reid: I am not so sure that that's the kind we are talking about.

Mr. Bounsall: We wanted some recommendations.

Mr. Reid: Mrs. McLellan, I believe that one of your pet projects—I don't know if that is the way to put it or not—has been a daycare centre at Queen's Park so that many of the women who work in the civil service will have the facilities here.

Mrs. McLellan: Yes.

Mr. Reid: You have been working on that almost, I think, since the time you were appointed.

Mrs. McLellan: Soon after, yes.

Mr. Reid: I gather that everyone thought it was a great idea but really nothing has happened. Can you bring us up to date on it?

Mrs. McLellan: Yes, I think I can if you would wish me to. The impetus for this came from the employees, as is often the case. The employees of Queen's Park daycare committee, without going back too far, enlisted my aid. I was able to use my office to get their case before Management Board which is the employer, and Management Board is—

Mr. Reid: That's something in itself.

Mrs. McLellan: —actively pursuing this. It is anything but a dead issue. In fact, I am quite confident that results will soon be more concrete than seems to have been the case.

Mr. Reid: Would you explain that?

Mr. Bounsall: You hope to get it.

Mrs. McLellan: We hope to see daycare services—

Mr. Reid: You hope that you won't be put off as you have been for the last six months, is what you are saying.

Mrs. McLellan: I don't feel we have been put off. I think that this has required a good deal of study and investigation.

We have done three separate need surveys amongst employees. Often people say they want this, then when you really ask them the question, they are not sure. We have conducted three separate need surveys amongst employees themselves to determine what the expected and projected use of such a centre would be, how much they would expect to pay for it, what their problems are in transportation, what age their children are, and so on.

One of the things that I would have to share with the committee is the fact that the operation of these daycare centres is not inexpensive. Therefore, the cost to employees, if there was not a subsidy available for the employees, is going to be really more than most of them are now paying.

Mr. Reid: I am going to put you on the spot here. You feel that you have had the greatest co-operation of the government and that they have given you full support? Remember, I have a copy of a speech you made on this some time ago.

Mrs. McLellan: If the government turns this down, I think they can do it confidently with their heads high and say, "We have really exhausted everything on this and we can say that we just can't do it." I am not expecting that will happen.

In the meantime, there are other ways of solving the daycare problem for working civil servants. This isn't just something for women. After all, men have babies too and they also work and they may need care for them. So our emphasis has been on providing a service for working civil servants.

I think that there's an alternative proposal which we are utilizing; that is the establishment of a daycare officer to help employees who would prefer to find home care in their own locality, in their own home area. Remember, there are problems in bringing a six-week-old child here. The employees have asked for an infant daycare centre. I live in the westend, and to bring a small child, an infant, down on the subway every day and home at night would not be my choice of daycare. I would sooner find care in my own area, and I think this is a need that we are meeting.

Mr. Reid: I just have one more question and I would imagine I should ask it in this vote. It came up under the Human Rights Code. The human rights people enforce the Human Rights Code, but what is your role once you are informed that there is not equal pay for equal work or that women are not getting the kind of wages or salaries that they should be getting in comparison to their male counterparts? Do you go in to take any particular action there?

Mrs. McLellan: No.

Mr. Reid: You don't? It is not part of your function?

Mrs. McLellan: Well, we are proceeding from the investigations that would come under equal pay standard, enforced by the employment standards people, which normally proceed from a complaint situation where they may find larger abuses which they have a mandate to investigate.

We do not have a mandate to investigate. Our programme really proceeds on more of an institutional basis; through the women's bureau, the women Crown employees office and my own office, we are trying to get employers per se, or unions or professional associations, to examine the problem of this kind of equality for everybody—

Mr. Reid: To form an educational programme?

Mrs. McLellan: That's right—rather than fastening on to an individual situation, although that may be the springboard for alerting us to the fact that something of this nature is needed.

Mr. Chairman: Shall item 1 carry? Carried. Item 2, Women Crown employees office.

Mr. Reid: Maybe we could get an explanation of just what this is. Yet again we have a new activity.

Mr. Bounsall: Because the government has taken on this women Crown employees office, is it intended to be a model sort of organization that industry, particularly large plants, should be taking on themselves, for themselves, within their company? Is that one of the reasons?

Ms. K. Eastham (Director, Women Crown Employees Office): Actually the intent is that the government should be a model employer of women and should set an example to the private sector. The reason for the rather long-winded title is that we cover all women Crown employees and not just women who work directly for the provincial government; we cover the women who work in the various Crown agencies.

Mr. Reid: And what exactly do you do for them?

Ms. Eastham: Well, we have three aspects of our programme. The key part of the programme is the programme development. I think it's important to realize that we do not have a mandate to implement special programmes for women. The responsibility for implementation rests with the deputy ministers and the Crown agency heads.

Our role is more of that of a catalyst, to advise them what measures would be most effective, to act like an internal consultant to them and to monitor the progress of their programmes. But we ourselves do not implement programmes.

Mrs. McLellan: There's another important part of the women Crown employees office programme. In addition to helping the employer do what the employer has said it wants to do—to improve the status of women Crown employees—we have a counselling function which is directed at the ultimate benefactors of this intention, that is the women employees themselves, by way of a

counselling service. We sort of look both ways, both to the employer and to the employees. In our initial stages, and we have only been in operation since April 1, this seems to be going along all right.

Mr. Reid: So you are really there to keep reminding the employers—in this case the government in particular—that they do have a commitment to do something about it, and you jog their memories from time to time in case they are not doing something.

Ms. Eastham: And to see that the commitment is translated into action.

Mr. Bounsall: In the other part, where you are pointing out the opportunities to women employees working for Crown agencies, are these opportunities for moving to other work functions within Crown employment?

Ms. Eastham: Yes, within government employment.

Mr. Bounsall: Do you make them aware of any opportunities for advancement outside of Crown employment?

Ms. Eastham: The counselling service doesn't stress employment opportunities in the private sector. Most of the people who come for counselling are interested in promotion within government, although I would imagine there might be some cases where it would lead to a decision to go outside of government.

Mr. Bounsall: How many committees, similar to this Crown employees' one within the government, are operating in private industry? Has anyone picked up your idea? They have only had a few months to do it, but has anyone picked up your idea of doing this for women within their own plant as you are doing within the government for the Crown employees?

Ms. Eastham: Well, I think that the Ontario government is certainly ahead of the private sector in terms of the thoroughness and the scope of this programme. But there are some large employers in the private sector who are beginning to look into the development of special programmes for women employees. At this stage most of those employers have not been too public about these embryonic programmes, and it's the women's bureau that will be assisting with the private employers who are interested in these special programmes.

Mr. Bounsall: This one is really directed to Mrs. McLellan. Have you found employers in the private sector—and, if so, what sort of numbers are we talking about—who are in fact ahead of the Crown in this regard or in their attitudes toward the employment advancement of women employees?

Mrs. McLellan: As Kay has suggested, we think some of them are working quietly. We've been working with some, notably boards of education—we've had some good experiments with them—where they are trying to do something more for their employees.

We are going to be looking into the situation of the private employers much more thoroughly come 1975, based on the experience that we are gathering in the women Crown employees office. I really feel the experience we gained there will be a way of communicating this to the private sector. We are also going to be asking the private sector what they are doing.

Mr. Bounsall: "Here's what we are doing," sort of.

Mrs. McLellan: That's right. We really have something to share with them and something to help them with, and this is going to have quite a thrust in 1975.

Mr. Bounsall: How many do you have in the Crown employees office?

Mrs. McLellan: We have four.

Ms. Eastham: A complement of four—myself, two officers and a secretary.

Mr. Bounsall: And will that be increasing this year? I know we are now halfway through the estimates for the year.

Ms. Eastham: We have no complement increase for this year. We hope to get one.

Mr. Bounsall: You are putting in for some for the next estimates?

Ms. Eastham: Yes.

Mr. Bounsall: You don't want to short-change this area, Mr. Minister.

Hon. Mr. MacBeth: These women won't let me shortchange them.

Mr. Bounsall: I think the tendency has been to think it's a good idea but not do very much about it—sort of on the same level as the Ontario Arts Council has been within the Ministry of Colleges and Universities.

They feel they are the forgotten branch—always great to have but you don't really give them enough tools to do the proper job across the province. I wouldn't want to see this area fall into that same category within your ministry.

Hon. Mr. MacBeth: Let me just say in a general way in connection with it that I'm thinking of a meeting I had with the professional and business women just last week. They, of course, were pressing us to do more than we are doing, but I think they were ready to admit that one of the problems that Ethel McLellan and Kay Eastham meet in this is the attitude of people, both men and women.

As you and I know, you can't change attitudes by legislation. One of the problems is to try and educate people. You'll see in here where we are even starting—I shouldn't say even starting; I suppose the natural place to start in trying to change attitudes is at the school level. But we have to start with women themselves to make them appreciate the fact that there is no reason why they shouldn't qualify themselves for jobs that have been over the years traditionally regarded as male employment fields. This is an attitude you've got to change with both men and women.

I was speaking to a group of contractors here a few days ago and suggested they should employ more women on the job. As you know, there have been a good number used in the construction field this year as flagwomen on highways and things of that nature. They are still a little skeptical, I think, of what part women can play in the heavier industries, but I think there is a place, if they'll give them a chance.

So, that's why I say it is a matter of educating not just men but women themselves to accept this and say: "I'm as good as the next person and I can hold that job if I only put my mind to it and I'm interested in it."

Mr. D. M. Deacon (York Centre): One of the situations that does present a problem in some of the circumstances is, for example, the requirements as to washrooms and things like that. I think of that Algoma case, but I suppose if we are realistic and say the gals can rough it too in construction work then there shouldn't be a problem. I think, if we don't put them up on a pedestal they'll cope just as well.

Mrs. McLellan: I think redesigning just might do the trick.

Hon. Mr. MacBeth: I think those are more imagined than real very often, Mr. Deacon.

Mr. Bounsall: Mr. Chairman, just a procedural thing at the moment. Who is here tonight to answer for the women's bureau?

Hon. Mr. MacBeth: Let me say that we'll have to rely on Mrs. McLellan again.

Mr. Bounsall: Okay.

Hon. Mr. MacBeth: That post is presently vacant but an appointment has been made of Marjorie, commonly known as Marnie, Clarke; who is taking over on Nov. 12, is it not?

Mrs. McLellan: That's right, Mr. Minister.

Hon. Mr. MacBeth: Mrs. McLellan can handle the questions.

Mr. Bounsall: I just wondered if we couldn't put the two together, the women Crown employees office and the women's bureau, because I have questions which I think relate to both. I'm not sure which is which, and they are going to be intermingled anyway. The questions I have apply to both.

Mrs. McLellan: I think that possibly—

Hon. Mr. MacBeth: That's quite obvious. I think that makes sense.

Mrs. McLellan: You can ask them because the difference between the women Crown employees office and the women's bureau is that the clients of the women Crown employees office are people who work for the government itself, whereas those whom the women's bureau serves are women in the private sector—in other words, non-government employees. Not to say that the women's bureau isn't interested in ours, but the women Crown employees office has been set up for this specialized purpose; but they are both interested in union employment.

Mr. Bounsall: So it sounds like we should be treating them together to serve the same purpose.

Mrs. McLellan: You can from the point of view of principle and philosophy.

Mr. Bounsall: Is that why the women's bureau has a decrease in their 1974-1975 estimates—\$202,000 down from \$248,000 from the year before? Is it because that \$78,000 for the women Crown employees office would normally be in the women's bureau's vote?

Mrs. McLellan: No, sir, that's not the reason.

Mr. Bounsall: Why the decrease?

Mrs. McLellan: The decrease is because four staff persons who were in the women's bureau and were administering the sex discrimination provisions were transferred to the Human Rights Code.

Mr. Bounsall: That's the Human Rights shift.

Mrs. McLellan: That was the reason for that decrease.

Mr. Bounsall: Mr. Minister, I'm not so sure that the women's bureau is doing all that good a job. I would hope that they be a little more aggressive than they are. Maybe their best role is one of education and it's tough to be aggressive in that area. As you say you can't legislate attitudes. It's an educational process and that's a slow one. I'm just not sure how aggressive you can be, but I wonder if the women's bureau and women Crown employees office are being aggressive enough.

The objective, as one of your pamphlets says, is to further equal employment—I think that's being pursued—improve the status of working women and to promote fuller utilization of your female labour force. That's a pretty ambitious goal, all those three, and needs a lot of aggression to get there.

It's hard to say, looking at figures, for example, whether or not you've been a success. I've got some figures that show there are more women in the labour force today, but that trend had started before the bureau came into existence. The number of women in the labour force increased 57 per cent from 1953 to 1963, and 71 per cent from 1963 to 1973. And the larger percentage increase—it's certainly larger from 1963 to 1973—may or may not be attributable to the existence of the women's bureau, I just don't know. You had the trend of increase anyway. What role did the women's bureau take in helping that occur?

I don't know whether you can answer that, but it seems to me that this may have occurred whether the women's bureau existed or not. If it would have, are you being aggressive enough to achieve that goal of promoting women's positions in the work place? The larger percentage did, in fact, come in the 25 to 54 age group over that 10-year period, so that's the group you would be expecting to flow anyway just because of society.

Have you any feelings—I have some doubts that the Women's Bureau was aggressive

enough in that it has really accounted for this per cent increase.

Mrs. McLellan: If the member is suggesting that the women's bureau should try to get more women into the work force I don't really feel that that has been our function. I think our function has been to try to make those who do wish to come in more effective, and to make the work place and the working conditions and whatever is necessary to make them more effective, as good as it can be.

I've never thought of the women's bureau as sort of promoting more women—I mean, women are coming into the work force. I don't think we need to encourage them. It's not a phenomenon; it's a fact. I think we have helped some women be more effective, through our counselling services and so on. Basically the main purpose of the women's bureau is not to increase the number of working women, but to make sure that those who are working are as well trained, as well prepared, and are meeting conditions, when they do get into the work force, that are as good as the government can see they can be.

As I mentioned earlier, one of the things that we are going to be more aggressive about—to use your term—next year, is to get more employers interested in equal employment opportunity programmes in their own work place, utilizing our own experience in the government to advantage.

Mr. Bounsall: I realize it is not your job to pull women into the work place, but that was the only sort of encouraging figure I could find. At least there were more women getting into the work place. They are still crowded into the lower-paying jobs that they have traditionally had, and it doesn't look like things are improving much.

One of the keys to their breaking into the higher-paying jobs which have been traditionally held by males, is education of women. At least that is one of the ways in which you break it. In the 1960s, 38 per cent of all undergraduates were women, and in the academic year 1972-1973 this was the identical percentage—38 per cent. So in the educational area—which would give women the tools to break into the higher-paying traditional men's jobs—looking at the college and university figures, it doesn't seem to be occurring. You don't seem to have any higher percentage of women being able to equip themselves for that leap into the traditional male job than what occurred 10 years ago.

There is a smaller proportion of women involved in graduate school today than there

was a few years back—or even years back. In 1919 and 1920, 26 per cent were female, and in 1972-1973 only 22 per cent are female at the graduate level. This suggests to me that you've got some real problems.

Mrs. McLellan: That starts long before women ever get into employment, though. You see, the women's bureau is dealing with women in employment and you will notice in our little description that we are working—we see the need exactly as you do—for more career education and career counselling to the students, and a proportion of our efforts is directed at the schools through the guidance system. We are working closely with the Ministry of Education on this very item, to try to get more girls switched into going on and making career choices which will make them more competitive in the non-traditional female roles. That is one aspect of it.

We do appreciate your point very much. I think it has got to start back when they are—as I say, we've got to take off the pink booties. You know, it's an attitude. As the minister has said, we have to start training girls to think more like people.

Mr. Deacon: I certainly can go along with that point of view, because in my experience in seeking candidates for office, the difficulty in persuading women to do it is much greater in comparison with men and there's a lack of confidence on their part as to whether they can do it. I find today in connection with a particular assignment I was suggesting that a woman tackle, the need is to build that confidence and I think that starts right back at an early stage.

Mrs. McLellan: That's right.

Hon. Mr. MacBeth: Mr. Bounsall is talking about aggressiveness. I think we could be overly aggressive in this to the point where you try to force people into positions just because they are women—

Mr. Bounsall: No. This is inverse discrimination. I am not talking about that.

Hon. Mr. MacBeth: —that they are neither mentally prepared for nor want. So I keep stressing, as I did in my opening remarks, it's an educational basis. Certainly Mrs. McLellan is doing everything she can to find qualified candidates, but I am sure that all the women she is putting forward for these positions are qualified as equals of the possible men candidates in every way. That is why they are being appointed, not because

they are women, but because they are every bit as qualified. If we become too aggressive I think we might destroy any progress we have made.

Mr. Deacon: I can tell you that people can make it awfully difficult for the gal when she does get the job. That's the other thing you can get if you get too aggressive.

Mr. Bounsall: Perhaps I am pointing out the problems of your job which you know all too well. Is your answer simply that it is educational and this tends to be a pretty slow process, and we shouldn't expect vast and quick changes in any statistic we might look at over a couple of years—some years even—because of the slowness of the educational component?

Mrs. McLellan: In some areas I think we can see an improvement. In the area of appointment of women to boards, commissions and agencies, for instance, if the qualified women are there now and if we can seek them out. But in the area of changing the particular career patterns and choices of young girls going into the educational system, it takes parents, mothers, fathers, teachers—every one of us. We have all a role to play. Those choices are determined long before they get far along in the school system.

I think it will take some time to change those gross statistics. But I think that more and more we are seeing women appointed to positions they never occupied before and doing their job successfully. These provide role models for other girls and women coming behind them. I think that is having quite an impact.

Mr. Bounsall: One of the problems I see for women in the work force concerns those who have been in the work place in some position, and get involved in raising a young family. Six or seven years go by, and they wish to return. But six or seven years have gone by, even if they have been professionally trained. Is the bureau doing much to reach out to these sorts of women, women who have been out of the labour force for a while and now want to return, in terms of help and guidance in getting back into the workplace? What is happening here?

Ms. Eastham: This has for some years been one of the special programmes of the women's bureau, identified as a distinct programme to meet the needs of women re-entering the labour force, or even entering the labour force for the first time. There was a special

individual counselling service for these women, but that has now shifted more to a consulting programme to the community colleges and to other agencies who provide career counselling.

Mr. Bounsall: So you switched that into some of the more obvious counselling areas such as the community colleges?

Ms. Eastham: Yes, the counselling services are based in the community, giving them the advice so they can do a more effective job where they are.

Mrs. McLellan: These counselling services in the community have just become established in the last few years. When the bureau started the direct counselling service, talking face to face to women, these sorts of community counselling services did not exist. This is a more recent phenomenon. We have counselling services coming up—women resource centres, special counselling things—in many communities in Ontario. What we are trying now is to prepare those resource centres to reach far more people than we can, with our limited resources and staff.

Mr. Bounsall: Didn't you have a rotating office that went through the Windsor-Hamilton-London area?

Mrs. McLellan: Yes.

Mr. Bounsall: You are saying, then, that this rotating one, is not nearly as important now because you are reaching into the community with other ways of contacting the community?

Ms. Eastham: Yes, they would be working with the colleges—

Mr. Bounsall: You say you can almost drop these rotating offices now because you have a different type of outreach in the community?

Ms. Eastham: Yes, they have been dropped. The work now is with the local Ys, the local community colleges, and the other groups based in that community which can provide a continuing service.

Mrs. McLellan: It's continuous service. They aren't coming back to Toronto. They are there on a full-time basis.

Mr. Bounsall: What sort of contact do you have with these?

Mrs. McLellan: Continuous. In fact we are the resource in providing information to these community resource groups who have

expanded our contacts. They are using our materials. For instance on Nov. 29 the women's bureau is convening a meeting of all these women's resource centres from all over. We are bringing them into Toronto for one day to review shared experience, evaluation, new materials and so on. This is the kind of thing where we are able to provide direct service to communities so they can serve more women in their own community. I think it is working pretty well.

Mr. Bounsall: These women, by and large are phoning you up. You are getting calls from them maybe daily or once a week.

Mrs. McLellan: Our contact is with these various resource centres that have been established in many, many communities. I just couldn't say how many. I would think maybe 12 communities in the province that we know of. The federal government is providing LIP and LEAP grants to these people. They get a little money and they set up a resource centre to serve the women in their own community. We give the group that is set up the materials and the assistance for them to carry the message to their own local people.

Mr. Bounsall: What role do the information services of the ministry play with respect to your programmes? Do you make effective use of this branch in promoting your programmes or do they print the material for you and send it to you? Just what is the relationship between the information services of the ministry and your problems of dissemination of data and opportunities and so on?

Mrs. McLellan: The information services provide the same professional advice to us as they do to other branches of the ministry. If we want to do a pamphlet or a brochure or a kit or whatever with a particular client group in mind, they help us in the development of that, consider it and give us the kind of advice to follow through and so on to help us prepare that. Are you asking if they do the mailing for us?

Mr. Bounsall: No. I am asking what use you really make of that—

Mrs. McLellan: Excellent use.

Mr. Bounsall: —and what assistance they are to you.

Mrs. McLellan: Excellent assistance.

Mr. Bounsall: You are finding no problems there?

Mrs. McLellan: None whatever.

Mr. Bounsall: They can produce for you what you want them to produce in that respect?

Mrs. McLellan: Very good service, yes.

Mr. D. J. Wiseman (Lanark): I am just curious, but do you have any male personnel in your branch or are they all female?

Mrs. McLellan: They are all females.

Mr. Wiseman: You haven't considered hiring a man? We hear about hiring women all the time. Have you considered hiring a man?

Mr. Allan: I think he is looking to be employed.

Mrs. McLellan: Do you think he is applying?

Mr. Wiseman: I thought my friend, Mr. Bounsall, would ask that.

Mrs. McLellan: We have had men in the bureau.

Ms. Eastham: We had two.

Mrs. McLellan: We did have two men working in the women's bureau and somehow or other, we lost them. We have no men at the moment.

Mr. Wiseman: Were you too rough on them?

Mr. Bounsall: One other question: do you have statistics of the type that were quoted to me in the company with which I worked too long ago, back in the Fifties? I worked in the research and development division of a chemical research company. They had somehow worked out figures to show that, in terms of research and development, any employee who came to them took about three months to start to produce some return to the company in terms of the development work they were on, and finding out facts that would be useful to the production.

If they stayed six months, the company had broken even on them. They weren't very much use in the first three months, but in the next three months they were producing enough data that was useful. At the six-month mark, they broke even. From there on in, in terms of the salary that was paid to the employee, it was money in the bank to the company to have that employee there. Therefore, having done that sort of work, they realized that for any employee who stayed six months or longer that company was making money on them.

That company was, therefore, able to hire all the top women chemists in North America, when no one else was hiring them, because it realized at the six-month mark that it was making money on these employees. The traditional answer you got back then, and I am sure you still hear now is, "We won't hire a woman because she is going to leave in a short time and the training is going to be lost to us." This company, heavily engaged in research, had somehow come up with the statistic that after six months it was money in the bank. Most of the female employees stayed with them more than two years.

The company felt it was away ahead of the game by employing them. Because it was one of the few employers of women chemists and chemical engineers, it could take the cream of the crop. The company really was making a good deal by having them and, of course, the odd one stayed. One had become by that time vice-president of the research division of this division of Union Carbide, a fairly respectably large company.

Do you have any sorts of figures like that or any data of this sort that would help you in convincing employers in terms of this statement you often hear, "Well, we don't want to hire a woman because she is only going to stay a short time and she will leave"?

Ms. Eastham: We don't have any primary data that we have collected, but there are several studies from the States and the federal government, and from some private companies, looking at sex differences in turnover and absenteeism and indicating that factors such as job level and salary are more important than sex in predicting turnover. But we don't have any data of our own, although I have been in touch with the Civil Service Commission to discuss the possibility of analysis of turnover data for government employees.

Mr. Bounsall: I believe that on hard-core economic grounds, they came up with the conclusion that there was no difference between women and men in terms of research salaries by the company. They were then able to recruit the very top women graduates in chemistry and chemical engineering.

Ms. Eastham: That is one of the most stubborn myths, and we do try to argue against that.

Mr. Bounsall: But you don't have too many figures to back you up on it. Well, perhaps I could give you the name of the division of

this company and maybe we could get at what data they had to enable them to draw that conclusion, which was widespread. You walked into the research division, which was a large one, and there were fully 40 per cent women in the division. You just didn't see this anywhere else.

Mrs. McLellan: We would be happy to have that information because, as Kay has pointed out, the turnover is related more to job level and career than it is to sex. People in boring jobs leave them quickly, whether they are males or females.

Mr. Bounsall: Just one last question. The ministry had a study on the effectiveness of the bureau's career information service. I believe it is called the "Career Selector."

Mrs. McLellan: Yes, that is one of our publications, the "Career Selector."

Mr. Bounsall: How many times is that published?

Mrs. McLellan: How many times?

Mr. Bounsall: Is it published yet?

Mrs. McLellan: Oh, yes, that has been published and it is used through the schools. I think it is constantly updated with new information. It is a popular publication and a regular one.

Mr. Bounsall: Right. Now, I thought the ministry had a study on the effectiveness of that "Career Selector" programme. Is that correct?

Ms. Eastham: I think it would be more accurately called market research. It was when the "Career Selector" was being updated. We talked to young women in the school system to find out what kind of career aspirations they had, what kind of approach would be most effective—but I don't know the details of the study.

Mr. Bounsall: I thought I caught something in the annual report on this; I don't know whether I can pick it up or not. It said there would be a report on the effectiveness of the "Career Selector" in 1974. I may be thinking of something else, but I thought I picked that up.

Mrs. McLellan: I am just looking to see if the report is available to the member.

Mr. Bounsall: I was just wondering how the research report was coming—or was someone else doing the study, sort of, on you?

Mrs. McLellan: You are right. In the annual report a research study was undertaken to determine the effectiveness of the bureau's information series, called the "Career Selector," with publication of findings planned for late 1974. I am sorry, since I am not the director and not as closely associated with this study, I can't answer your question. But I would be happy to find out. Obviously, we do not have the results in, or I would be more familiar with them than I am.

Mr. Bounsall: You still expect it in late 1974?

Mrs. McLellan: Yes.

Mr. Bounsall: I would be interested in knowing the progress of that study and when you might expect it.

Hon. Mr. MacBeth: Mr. Chairman, I would like to draw to the attention of Ethel McLellan and Kay Eastham that the attendance of the Conservative members has been the greatest in your vote, over any of the votes in the ministry. I have never seen so many on the right-hand side here.

Vote 2106 agreed to.

Mr. Chairman: This concludes the estimates of the Ministry of Labour.

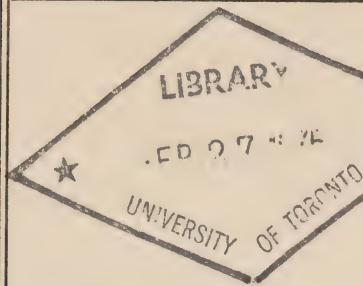
Hon. Mr. MacBeth: Thank you, Mr. Chairman. Thank you, ladies and gentlemen.

The committee adjourned at 10:25 o'clock, p.m.

CONTENTS

Thursday, October 31, 1974

Employment services programme, concluded	S-2163
Women's programme	S-2182
Adjournment	S-2192



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF REVENUE

Standing Miscellaneous Estimates Committee 57

Chairman: Mr. W. J. Nuttall

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Monday, November 4, 1974

Afternoon Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974

CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 4, 1974

The committee met at 3:09 o'clock, p.m.

ESTIMATES, MINISTRY OF REVENUE

Mr. Chairman: Mr. Minister, members of the committee, staff, we have got a quorum now so we will begin the estimates of the Minister of Revenue. What about smoking? Do you wish to vote on whether you can smoke or not? We did this in our committee last time.

Mr. R. Haggerty (Welland South): I so move that we prohibit smoking.

Mr. F. Young (Yorkview): Second it.

Mr. Chairman: All in favour that we prohibit smoking?

Mr. H. Worton (Wellington South): What about the member for Beaches-Woodbine?

Mr. T. A. Wardle (Beaches-Woodbine): Does this cause anyone any distress, Mr. Chairman?

Mr. Chairman: Yes, a few of them were—

Hon. A. K. Meen (Minister of Revenue): Which way, the prohibitionists—

Mr. Chairman: Or the smoking. Well, it is whatever the committee wishes. Last time they did vote on it and so it was carried. I think if it's all in favour, a few wish the same. So it is the same; so that is fine.

Mr. Young: I know there was a great deal of happiness on the part of certain people, among them the Hansard girls, who were for the prohibition because they must be here; not like the rest of us who can come and go as we wish.

Mr. Chairman: Before we start, I will just ask all those who have the floor to speak into the microphones so they can be heard, and any of the minister's officials to give their names for Hansard, and speak into a microphone, please.

Hon. Mr. Meen: All set?

Mr. Chairman: Yes, and would you introduce your officials?

Hon. Mr. Meen: Yes I will do that. Mr. Chairman, ladies and gentlemen, I rather expected we would have a wide range of question areas to cover, and certainly the staff and I will be delighted to get into any of these areas you may wish to discuss with respect to the ministry.

I took the opportunity last weekend to read the Hansard debates from Nov. 27 last year. I was surprised that it only took an hour to cover the ministry, and certainly, I would think we can utilize more time today.

There have been a number of activities added to the ministry since the previous minister's (Mr. Grossman) estimates of a year ago. I noted there were questions that came up last year under land taxes, and Province of Ontario Savings Office, and assessment, and the member for Grey-Bruce (Mr. Sargent) had some questions concerning some alleged land speculation. A number of items of that sort.

I should tell you, if you haven't noted it already, that the land speculation tax programme and the non-resident aspect of the Land Transfer Tax Act are not specifically in any one of the votes in these estimates, inasmuch as they were programmes that were developed after the estimates were worked out in January and February of this year.

Since both these functions are being handled, by and large, by the staff of the succession duty branch, I would suggest that we deal with those matters under vote 902, item 4, which is the succession duty section. I spoke to Mr. Lawlor on this point and he agreed, and I understand Mr. Young also concurred with that, and I have spoken to Mr. Breithaupt as well. If you have any objections, gentlemen, please raise them, but it did seem to me that that was a logical way to get into that end of the ministry.

My remarks are limited to those comments. May I introduce some of the people I have here with me this afternoon? My deputy minister, Donald Crosbie, is on my immediate left. Next to him is Pat Gillis whom I expect all of you know also, the director of our assessment division. Next to him, Bob Weiers, our comptroller of revenue.

Next to him, Maury McCutcheon, the executive director of support services. And last but not least, Kathy Smith, executive assistant to the deputy.

As we hit other questions, for example POSO, on which Mr. Young has indicated to me that he wants to direct some comments, we can have the new manager of the Province of Ontario Savings Office, Maurice Dugas, available if we need him for any questions.

So with that and without wanting to take any more of your time, I would just like to open the whole matter up under vote 901 for questions.

Mr. J. R. Breithaupt (Kitchener): Well, Mr. Chairman, the minister, as he has explained, has discussed with members of the opposition how he intends to bring forward amendments to both the Land Speculation Tax Act and the Land Transfer Tax Act in the fall session. Today, we received what was euphemistically entitled "a partial list of legislation" that we might expect; among the some 100 bills that are on that list are, of course, the amendments which we would expect to debate.

In discussion earlier with the minister, he has agreed that those two bills, when they are brought in to amend the bills that were passed as a result of this year's budget, would go to standing committee; so that we will be able to deal at length with the various amendments at that time. Accordingly, I think there is not too much value today in going over various points and questions that deal with how the Act may be working, or what could be developed, when in fact we are going to do it all over again, no doubt in committee, as other members may be interested at that point.

So I am quite prepared to wait in the areas of the land speculation tax and the land transfer tax, to see what amendments are forthcoming and how they will be dealt with when we will go in committee on them, perhaps some time in the third week of November or thereabouts.

There are a few questions, though, that I would like to ask when we do get to the succession duty area, particularly dealing with one area of interest that I will warn the minister about now—the numbers of those who have applied to have the land transfer tax forgiven or not assessed. I am most interested in those firms, generally foreign firms, who have been made exempt from the 20 per cent tax. Obviously we cannot know those who have applied and have not received that exemption, but I suppose we could

know the numbers of those who have applied. Then I would like to receive some detail as to the individual cases that were allowed.

There have been various reports in the press, Mr. Chairman, that you no doubt have seen, which have suggested that the land transfer tax was going to be used as a tool, in effect, to allocate new jobs, and that exemptions might be made if there were areas that a company might go to where employment was a particular matter. Such a well-known authority as the deputy minister himself has been quoted in discussing this matter with the press. But these are areas in which the cabinet will have to have serious decisions made when it is starting to talk about using this as a tool for job creation.

Mr. Chairman, I don't want to go on at length in the administration at this time because the comments, even those which I generally have as well, do relate to a couple of areas in the land transfer tax and land speculation areas that we can look at when we are looking into that succession duty vote that the minister referred to in 902, item 4. Those are the only remarks which I have at the moment to lead off this general discussion.

Mr. Chairman: Thank you, Mr. Breithaupt. Mr. Young?

Mr. Young: Mr. Chairman, I have no extended remarks to make here. This minister is that popular person, the tax collector, and I suppose he has very little to do with policy. The policy he administers is discussed under various other estimates, and I have some questions to raise during the estimates themselves. I don't think we need to elaborate at this particular point. I think we can go ahead with the first vote, and during the discussion we'll have what we have to say.

Mr. Chairman: Thank you, Mr. Young. Do you have anything further to say, Mr. Minister?

Hon. Mr. Meen: No, I don't think so.

On vote 901:

Mr. Chairman: We will go right into vote 901 then, item 1. Any questions on it? Is the vote carried?

Mr. Haggerty: Well, this is administrative policy then, we are dealing with?

Mr. Chairman: Yes.

Mr. Haggerty: Has the minister any policy now that would indicate that he is going to

have some revisions in the provincial sales tax, that is in the matter concerning the collection, where you have the small businessmen collecting the tax for the province of Ontario? I'm sure that you have had a number of requests that amendments be made to this particular—

Mr. Young: That comes under—

Hon. Mr. Meen: There is another vote, Mr. Chairman, and I will be happy to discuss that when we get to it—the Retail Sales Tax Act by itself.

Mr. Haggerty: Well, I thought we were dealing with the minister's administrative policy statements and that he might have something to indicate that there were changes being considered.

Hon. Mr. Meen: I don't hesitate to comment on this except I just don't want to duplicate it all when we get into that vote; somebody else might be here to talk about retail sales tax, Mr. Haggerty. I would just observe that it is the Treasurer's (Mr. White) decision as to whether remuneration should be paid to retail sales tax vendors. Mind you, I have some views, and certainly I have had some submissions made to me by the Retail Merchants Association and others, and I have some considerable sympathy for them.

On the other hand, many of us sat on the select committee in 1968 that looked into the retail sales tax among other things—the whole tax picture of the province—and it was, I believe, our unanimous recommendation at that time that the compensation should be removed.

At that time it was a straight linear compensation to everybody, without any top limit. At least, if it was a tailored charge there was, in effect, no top limit. At least a half of the total compensation that was, I believe something of the order of \$6 or \$7 million in 1968, was going to a very small percentage of the retail merchants—namely, the very large retail merchants. I think that was, as much as anything else, where we thought the injustice was occurring.

It was subsequently, and on the recommendation of the Smith committee, endorsed by the select committee that the compensation be removed. The submission made by the Retail Merchants Association is that it be reinstated in a modified form.

I've had our staff looking at that—the retail sales tax people—and we will have some recommendations to make to the Treasurer on this. But, in effect, it really is a

budget matter and a matter for the Treasurer to decide in due course as to whether the recommendation of the submission by the retail merchants, or any modification thereof, should be adopted.

Mr. Haggerty: The reason I raised that question is that in talking to some of the small businessmen, particularly in my area, it causes some undue hardship. They have to hire extra help to sit down and calculate this extra tax that has to be taken in at this particular level, and they feel that they shouldn't have to bear the cost of collecting it. And this is what's taking place. It's costing the small retailer—

Hon. Mr. Meen: Well, of course, the principle suggested by the Smith committee and adopted by the select committee and subsequently by the government, was that it was just another cost of doing business. Like preparing the income tax returns and the employee deduction forms and all the other things that employers have to do when conducting their business.

Mr. Haggerty: Yes, but you're saddling the small employer-businessmen with quite a bit to do now.

Hon. Mr. Meen: With just another cost of doing business.

Mr. Haggerty: This is right. It's an extra hidden tax on his business that perhaps, in many cases, is cutting into his income. I think there are perhaps other methods by which you can obtain that same goal, and that is when the goods are coming through from the distributor or from the manufacturer.

Hon. Mr. Meen: Well, that would be an indirect tax and, of course, is unconstitutional to the province. So, we couldn't apply it on the value of the merchandise coming from the manufacturer.

Mr. Haggerty: Well, it's going into the retail outlets, isn't it?

Hon. Mr. Meen: Yes. Well, so is—

Mr. Haggerty: Sure, and he's collecting it. You're asking the small businessman to collect the tax for the Province of Ontario. It could be done at the manufacturer's level.

Hon. Mr. Meen: Sure, at the retail level.

Mr. Young: Well, what happens actually is that the collection of the tax is now reflected in the price tags that go on goods.

It's done this way rather than a relay back to the merchant concerned. That's really what's happening.

Hon. Mr. Meen: Well, I'm telling you what we are doing, and I'm also telling you that there will be a submission to the Treasurer on this. He needs to have the figures before he can make any decision.

Mr. Breithaupt: I must say, Mr. Chairman, I'm pleased that the minister is making that submission. Both he and I were on the select committee on taxation, and I think that while our report, as I recall, was unanimous in that recommendation at the time, it does seem as though we are perhaps in a position, now that the tax has been in place for some time, to reconsider whether merchants who are dealing with less than a certain sales volume are being given an unfair burden. I think that the very large companies, who, of course are collecting a great proportion of the tax, are perhaps able in their staff arrangements to have people particularly able to prepare these items and do that service for a large business.

However, once again, the small retailer as we call them, the person who in running his own business or her own business, is the person who perhaps doesn't have the time to spend personally or the funds to arrange expert help to take care of the myriad of forms that are being shoved at the businessman daily from all levels of government. If we can do anything to ease that burden, I think we will have done a good thing.

Mr. Chairman: Vote 1 carried?

Mr. Breithaupt: Well, the only comment I would make further on the general administration programme, of course, is the view of my party that while all those who are serving in the administration of the ministry are no doubt worthwhile and exceptional people, we still have in the back of our minds the view that the creation of a separate ministry in this area, as opposed to working under some form of deputy ministership in the Treasury ministry, is a sort of thing we would review.

We are still not sure, even though the minister is a very fine chap, that we require a separate ministry to manage the collection of revenues within the province. However, that point has been made for several years now, and I will not dwell on it further before you call the passage of this vote, Mr. Chairman.

Mr. Chairman: Is there anything further on vote 901?

Vote 901 agreed to.

On vote 902:

Mr. Breithaupt: In this vote, Mr. Chairman, I suppose we can talk on any of the particular areas. There may be other members who want to refer particularly to collections in corporate, or gasoline and tobacco taxes. I am wondering if the minister could give us his comments with respect to the efficiency of collection. We have looked at the various taxes that have been collected and have been interested in finding that the land transfer tax was our most efficient tax, because its costs of collection were the lowest and the revenue was generally increasing. Perhaps the minister could spend a few moments to review with us the efficiency of collection of the taxes that we see under this vote.

Hon. Mr. Meen: The member for Kitchener is correct. The land transfer tax is the most economical. It works out at 10 cents per \$100 for collected revenue this year; was 16 cents last year in 1973, and 25 cents in 1972. I guess one of the next most economically collected is the racetrack tax which costs 17 cents a \$100. Retail sales tax, if you are interested in that one, is 66 cents per \$100. And the average is 58 to 59 cents per \$100 I think, isn't it, Mr. Crosbie? I don't see that on this page but I recall something like that.

Mr. D. A. Crosbie (Deputy Minister): Fifty-nine cents, yes.

Hon. Mr. Meen: So you see, even without paying retail merchants a compensation factor, the collection of the retail sales tax is still an above average cost at 66 cents. Now don't take that to mean that I am not in sympathy with the arguments we have just been advancing with respect to the small retail merchants, because I am in sympathy.

Nevertheless, our present costs are 66 cents, and in 1973 they were \$1.13 and in 1972 they were \$2.30, so they are coming down. But whether they will come down more, I don't know whether I could give a figure on that. Is Mr. Garland here? Or anyone from retail sales tax? Mr. Weiers can probably answer that point. Do you know? Would you expect that that cost of administration of retail sales tax may be expected to drop some more, Mr. Weiers?

Mr. R. J. Weiers (Comptroller of Revenue): I think it probably would, except that there is a study being made to computerize some

of the operations in sales tax a little more fully. This may or may not cause a further drop in the cost of collection.

Mr. Breithaupt: I suppose once the mechanics of collection are in place, there is very little to be added on to the costs of collection? Probably the best way you could get the costs of collection down would be to raise the rate of tax and you would have a much lower proportion—but I don't think I would want to agree with that.

Hon. Mr. Meen: That may very well be the reason it came down from \$1.13 to 66 cents!

Mr. Breithaupt: I think that would be a good reason why, really, Mr. Minister. The fact of raising the tax rate causes a substantial drop per \$100 collected as you have set it out. Once the collecting system is in place, the administrative cost of continuing it should not increase. I am at least pleased to see that the proportion of costs in collecting taxes is shading down. Hopefully that is not only a result of the fact that volumes are up, and therefore collections, of course, are greatly up, too.

Hon. Mr. Meen: No, we have achieved a substantial streamlining in the ministry in many respects. I can't say that it particularly has been so in retail sales tax, but we have accomplished it in a number of areas.

I might mention that gasoline tax is almost as economical to collect as land transfer tax because it runs at 11 cents. You remember that in this case we get the remittals from the oil companies.

Mr. Breithaupt: Yes, which solves a great administrative area right there for you.

Hon. Mr. Meen: Exactly.

Mr. Breithaupt: I am wondering, in order to compare just how efficient you are or should be, whether you are in communication or co-operation with the major state collecting agencies, shall we say, in states such as California, Michigan or New York, which would likely, with their appropriate populations, face many of the same kinds of problems in collection and would have adopted various kinds of procedures. Since, as I have said, we could be lulled into a false sense of security by simply having larger volumes of money come in, but not knowing what we should be paying for collection, do you run a kind of comparison, or do you have any connections that allow you to see

that you are keeping up with a good average as far as collecting costs are concerned?

Hon. Mr. Meen: The answer, Mr. Chairman, is yes we do. Prof. Due, of the University of Illinois, presented a paper to the 1973 annual conference of the eastern region association of sales tax administrators in Williamsburg, Virginia. I have the summary of the paper here, but I will ask Mr. Crosbie, who is familiar with this particular element, I believe, more than I am, to comment on it.

Mr. Crosbie: The paper was a study of 45 American states, the Province of Ontario and the District of Columbia. Mr. Due attempted to rate them on a large number of factors to which he assigned values from one to 100, and he then totalled up the performance in all the different areas such as collection procedures, efficiency, staff training and development, and overall efficiency.

He also looked at the difficulty of administration, which is also one of the factors which affects your costs. Generally speaking, the more exemptions you build into a retail sales tax programme, the more difficult it is to administer and the more costly.

Well, looking at all of these factors, he concluded out of the 47 jurisdictions he was examining that because of the large number of exemptions in Ontario and the fact that there are two sales tax rates—the seven per cent and the 10 percent—it was the third most difficult tax to administer, and on the scale of one to 100, I believe California was top at 90 and Ontario was second at 89, and then there was a considerable drop to the third.

Mr. Breithaupt: A triple A rating of sorts.

Mr. Crosbie: We thought so.

Mr. Breithaupt: That is good to hear.

Mr. Crosbie: They particularly remarked, I think, on the follow-up procedures, the general training and efficiency of the staff. I think one of the areas which he found particularly interesting was the merit system in the civil service in Ontario as opposed to, I think, some of the appointment systems that are used in other American jurisdictions.

Mr. Breithaupt: What is the complement of staff that you now have dealing with the various four areas in the latter part of this vote?

Hon. Mr. Meen: Again Mr. Crosbie and Mr. Weiers I think would be familiar with this. Mr. Crosbie, do you wish to answer that question?

Mr. Crosbie: Yes, we have figures. In the administration of taxes, the retail sales tax—and I think this is a rather interesting statistic—on April 1, 1972, the complement was 595; on Oct. 1, 1974, it was 569. Succession duty was 123 on April 1, 1972 and it's 106 today. Gasoline tax has gone from 103 in 1972 to 116 today. That increase was associated with the extension of the diesel tax to the off-highway use and we had to set up another audit programme. Corporation tax was 293 in 1972, sorry 293 on hand today. Those latter figures were actually the staff on hand; there are 307 positions in the corporations tax. The total for the administration of taxes was 1,134 in 1972; it is 1,187 today.

Mr. Young: Is there any estimate, Mr. Chairman, of the leakage of tax? That is, 100 per cent would be everything collected and 90 per cent means we are losing 10 per cent we should be getting. Is there some estimate of what that leakage would be?

Mr. Crosbie: Not overall. There are some areas where we have had some very rough estimates, but by and large I know of no figure, say for example, on sales tax.

Mr. Breithaupt: In what sort of areas, to take your example of sales tax, would you think that some leakage would be occurring, and for what reasons, matters of computation, matters of actual avoidance or error? What would you cite as your reasons for leakage?

Mr. Crosbie: There are two areas which consistently cause problems. One is the nickel-and-dime area where you are selling products such as pop and chocolate bars and small items which, when sold singly, are not subject to tax, but if sold in two or three or more units do attract tax. A lot of the small retailers working over the counter, selling them in this manner, have difficulty in controlling the tax on them. Children have come in and if they want three chocolate bars they can ask for them one at a time. If they buy the three together, technically they are subject to tax.

Another major area that occurs to me is the fact that the tax is imposed on goods you manufacture for your own use. If you build yourself a set of shelving in a factory, technically you should be paying tax on it. But it is frequently very difficult to identify that type of activity.

Mr. Breithaupt: One would think in the latter case it would be almost impossible to

monitor anything like that, where self-improvements are made by the people in their own premises.

Mr. Crosbie: There are limits. You have to manufacture more than \$5,000 a year. But it is in the large manufacturing areas we are talking about where sometimes it is difficult to keep track. It is also an area where we get very substantial assessments in our audit programme.

Mr. Young: Where would a situation like this occur: A plumber digs a drain into a neighbour's house, he charges him \$100 for the drain and so much for labour, he puts the money in his pocket, there is no bill, nothing. I presume this is a place where some loss occurs; this kind of enterprise?

Mr. Crosbie: Yes.

Mr. Young: He should be charging on the pipe that he puts in there? But there is no charge at the wholesale level.

Mr. Crosbie: If he is installing it, he should be collecting the tax.

Mr. Breithaupt: Has he bought it without tax at the wholesale level?

Hon. Mr. Meen: No, he'd be paying retail sales tax on it when he buys it. He'd be treated as the ultimate consumer, I would have thought.

Mr. Breithaupt: This is what I would have thought.

Mr. Young: He would then pay it at the wholesale level and incorporate it into his price that he charges.

Mr. Crosbie: If he has a contract to install the drain and hook it up to the house, then he would give a contract price and the tax would be paid by him when he acquired the material.

Mr. Young: From the wholesaler?

Mr. Crosbie: Yes. When he is through with his work, because it has been hooked up to the property it is now realty, no longer personality.

Mr. Young: Then a wholesaler is responsible in some instances to collect the tax?

Mr. Crosbie: Yes.

Hon. Mr. Meen: He really isn't necessarily a wholesaler.

Mr. Young: He is listed as a wholesaler.

Hon. Mr. Meen: Yes, but he is really selling at the retail level when he's merchandising that article.

Mr. Young: I see.

Mr. Crosbie: He is selling it to the person who consumes it or uses it, who is the contractor in that case, and he converts it from the retail item, the pipe, into part of the realty attached to the land. In that process it changes the character and he pays the tax for that use.

Mr. Young: There is no definite way where we know what leakage does occur? The feeling is that it is fairly small across the board?

Mr. Crosbie: Yes. It is a very difficult thing. I know that studies have been carried out in the United States by the IRS into their income tax. Based on random audits of large numbers of individuals, and they audit them almost to the extent that they would in a criminal investigation, they have found slippage in income tax collection up to 30 per cent in some categories of the self-employed. These are persons who can put the money in their pockets without deduction right up to 96 per cent in the case of the person who has payroll deduction and maybe small outside sources of income. In the area of gasoline and diesel fuel, there have been various estimates that the tax slippage might be between \$3 million and \$9 million a year.

Mr. Breithaupt: So it is not that the amount is necessarily small; it is the difficulty of getting at it?

Mr. Crosbie: Yes, identifying it and running it down, without setting up a very elaborate system.

Mr. Young: It would cost more to get it then than it would—

Mr. Crosbie: Yes, that is the trouble.

Hon. Mr. Meen: Yes.

Mr. Chairman: Mr. Wardle.

Mr. Wardle: Mr. Minister, in the case of a person who would pay sales tax at the manufacturer's level, that is a person doing installing, on, say, \$100 he would pay \$7. What is to prevent him, after he has made the installation, charging, say, the homeowners \$300 and again charging \$21 for that work? How do you check that sort of arrangement, if such goes on?

Mr. Crosbie: In his billing of the homeowner, he would not necessarily show the

tax at all. He would have a contract price to install sinks or something in the home and he would quote a price for doing it, which would be a complete price inclusive of tax.

Mr. Wardle: My other question is that I understand that people remit tax on a three-month basis.

Hon. Mr. Meen: It depends on the volume of their business. We may require them to remit monthly, if they are a high volume dealer, or bimonthly, or trimonthly. I believe we were up to as long a period as six months.

Mr. Wardle: That was my question. A large department store would be required to remit that collection within one month?

Mr. Crosbie: Monthly, yes.

Mr. Wardle: So they could in no way hold that money for two or three months, drawing interest, and depriving the province of the money they have collected?

Mr. Crosbie: That's right.

Mr. Wardle: One further question, in compiling the costs of collection, I presume the total cost of operating that particular department, including the outside inspectors, is all included in the overhead?

Hon. Mr. Meen: Everything relative to that operation.

Mr. Wardle: Everything relative to that department is included?

Hon. Mr. Meen: Including a share of, you might say, head office overhead.

Mr. Wardle: Right. And the figures you quoted from other states and provinces are compiled on the same basis exactly as we do here in Ontario?

Mr. Crosbie: I didn't quote any figures for their costs.

Mr. Wardle: But are their costs on the same basis as your costs here in Ontario?

Mr. Crosbie: I couldn't say. As I say, I didn't quote any figures, so I don't know which figures you are referring to. We haven't any figures here to compare, for example, the cost of Ontario's gas tax collection with Saskatchewan or Quebec.

Mr. Wardle: My question is are the costs basically on the same level?

Mr. Crosbie: I think if you are going to compare them, they would have to be. We

know, for example, in the gas tax collection branch in one of the Maritime provinces—I forget which one it is—there is more staff than Ontario has to administer its gas tax. I would think their costs are considerably higher than Ontario's.

Mr. Worton: Mr. Chairman, I would like to ask what percentage of tax is obtained from off-track betting? Is it seven per cent or what is it?

Hon. Mr. Meen: The rate of tax is what? Seven per cent?

Mr. Crosbie: Seven per cent, yes.

Mr. Worton: And what is the total amount we are receiving?

Mr. Crosbie: The racetrack tax, in 1973-74 was \$28,688,155.

Mr. Worton: That covers all tracks such as the ones that are not included in the Ontario Jockey Club? In other words, Elmira, Orangeville and Windsor Raceway?

Mr. Crosbie: All tracks where tax is paid.

Mr. Worton: Okay. Thank you.

Mr. Chairman: Is vote 902 carried?

Mr. Breithaupt: One or two comments I think should be made with respect to the land transfer tax and the Land Speculation Tax Act, Mr. Chairman, mainly in the area of deductibility.

I am wondering if the minister can advise us if there has been any progress, or just what is happening, on the whole question of whether these taxes are deductible as business expenses in accordance with the view the federal government may be taking of this whole area.

Hon. Mr. Meen: As far as I am aware, there is no trouble as to the Land Transfer Tax Act, Mr. Chairman. If there is a difficulty, and I concede that there is until we can get the matter resolved with the federal government, it arises under the Land Speculation Tax Act. There is nothing new that I can report since I observed to the House the other day that the Treasurer and I had met with the hon. John Turner and the hon. Ronald Basford in Ottawa. That was on Wednesday, Oct. 16. At that time, we had discussed this entire picture with them. I left that meeting with the feeling that the Minister of Finance was decidedly sympathetic. He will probably—no, not probably; possibly, and I am hoping that he will—

make some sort of pronouncement along this line when he brings in his budget later this month.

I have also gone out of my way to observe that regardless of what position the federal government takes, we will not allow the total tax payable by our taxpayers to exceed the figures set out in the Treasurer's budget, namely, some 86 or 87 per cent of the estimated total amount. We don't want it to be confiscatory.

Mr. Breithaupt: No. It is certainly leading there.

Hon. Mr. Meen: I think it is fair enough that land speculation should be treated in a punitive way. At one stage I said I didn't think it should be punitive, but when I thought about it, punitive really is what we are getting at. We want it to be a genuine disincentive but we don't want it to be confiscatory. At 86 or 87 per cent I suppose it is punitive enough without being confiscatory. But anything over 100 per cent would not be satisfactory and we will see that it does not exceed the 86 or 87 per cent figure.

One of the difficulties that we face under the federal Act as it is presently structured, and the regulations and interpretations under it, this charge against land unrelated to income of the taxpayer and so on falls within the rules the federal government has followed and should be deductible. The federal government apparently is concerned that this might be an incursion into its tax field and constitute an erosion of its tax base, notwithstanding that it is not raising a great deal of money.

Mr. P. D. Lawlor (Lakeshore): And it is, and it would.

Hon. Mr. Meen: I think that was the view, Mr. Lawlor—that it might be. I don't think they are concerned, because of the small amount of money it has raised, that it is such an erosion. So to simply acknowledge it as a deductible item in theory is probably worse than in practice, from their standpoint. They are concerned about the theoretical effect, I suspect, of an acknowledgement that it falls within the rules. If we were to take the matter to a court and lose, then of course it is not deductible—period. If we were to take it to court and win, if the federal government was really still concerned, all they would have to do would be to amend their Act. It follows, therefore, that there is no particular merit, as I see it anyway, to take the matter to court for an interpretation.

The matter lies squarely with the Minister of Finance and his colleagues to determine whether they are or are not going to allow it as a deductible item. If they do allow it, and this of course is what I would like to see, then it has the maximum impact on any particular transaction, and the taxpayer sees an immediate charge of 50 per cent against his profits. If they do disallow then we have to moderate our stance as to the amount of tax to be charged or however we tackle it. Obviously the net impact on any transaction as visible to the taxpayer at the time when he makes the deal is going to be reduced and, therefore, the efficacy of the Act will be reduced.

Mr. Breithaupt: Is there any real explanation as to why the matter of deductibility was not clarified at the time this was presumably being earlier discussed before the budget was brought down?

Hon. Mr. Meen: To begin with, we couldn't discuss it with our federal colleagues—more accurately, your federal colleagues—when we were working this up in March and until budget day. It had to be left to be discussed afterwards. Then, within weeks, the budget was brought down on May 6, if memory serves me—

Mr. Crosbie: May 9.

Hon. Mr. Meen: May 9?

Mr. Breithaupt: Our budget was April 9.

Hon. Mr. Meen: The federal budget was brought down on May 6 and a few days thereafter the House was dissolved for the election on July 8. From that day forward, it was a political impossibility to get the federal government, the ministers, particularly the Minister of Finance and the Minister of Revenue, to make any kind of pronouncement. It was as simple as that.

Mr. Breithaupt: Now that four months have gone by since the federal election, when may we anticipate—

Hon. Mr. Meen: All right. I went through the month of July and eventually the Prime Minister appointed his new cabinet, changed the Minister of Revenue from hon. Robert Stanbury to hon. Ronald Basford, and retained the hon. John Turner as Minister of Finance. Then both of these ministers took off for holidays and we were eventually able to get to talk to them somewhere around the second week of September. Mr. Basford was back in his office on Tuesday, Sept. 3, but

there was no way we could make any arrangements with him until Mr. Turner was back. Mr. Turner returned somewhere along toward the latter part of September.

So we really had a very limited time within which to discuss this with him and that is why we eventually got the meeting laid on and it was Oct. 16. So these things have intervened. They have, for whatever reason, absorbed several months that we would have dearly loved to have seen used to resolve the matter.

Mr. Breithaupt: In the Financial Post of Nov. 2, there is an article which I am sure you have read, Mr. Minister, entitled "A Haze Still Hangs Over Ontario's Land Speculation Tax."

Hon. Mr. Meen: If you want my opinion of that article, I think that title should have said, "Haze Being Lifted from Land Transfer Tax."

Mr. Breithaupt: Of course, the editorial writers or the people who put the headlines on—

Hon. Mr. Meen: Headline writers!

Mr. Breithaupt: —aren't always the people who write the articles. We are, of course, interested that that kind of haze be removed because I think right at the start there were some complaints from my party concerning the problems of discretionary power and also the problems of definition that had not, at least to our satisfaction, been completed. I am interested, of course, in the amendments you are bringing forward and I don't think we should spend our time unnecessarily reviewing now what perhaps is going to be said again when bills come before the committee.

But there are a couple of points I would like to go over with you in your bill, just to see if there are any further thoughts that have taken place as the bill has now been part of the law of Ontario for the past six months.

The first thing I would like to talk about is the matter that is set out in section 23 of your bill dealing with the discretionary powers to legislate by regulation. We found that very disturbing at the time, and I am wondering if you could tell us how you feel the powers have been handled. I presume you feel they have been well handled, and knowing you, you will go beyond that and be objective in the matter so far as the necessary making of regulations and the designation of land and classes of designated land.

Now, in that article—if I might just read the first two paragraphs into Hansard. I found them rather interesting:

In the six months since Ontario dropped its twin land tax bombs there have been dozens of amendments, regulations and information bulletins, most of them correcting serious anomalies and inequities, or clarifying the rules.

Yet there are still many problems, some of them technical, others policy matters. These must be solved if the laws are to achieve their purpose of discouraging speculation in land without upsetting normal constructive real estate transactions.

I would think, Mr. Minister, that in your dealings with the bill over the last six months, you could have been forgiven if you had written those two paragraphs. Because I'm sure you want it to be as clear to the people of the province as do any of us.

There certainly have been some areas of concern, and I daresay some of them will be discussed at length, when we come into the stage in committee where we are dealing with the amendments which you are proposing.

One area that I found interesting in this article, and which has been referred to me as well, is this matter of the foreclosure. I'm wondering if you have given any thought to the situation where there is liability on the mortgagee and a foreclosure action to pay a land speculation tax, if the mortgage is foreclosed at a very low value and whatever equity in the property has been dealt with? Is it the case that a person, having a mortgage of \$20,000 on a property nominally valued at \$100,000 who forecloses and then sells the property for the \$100,000 figure, has to pay a speculation tax on the difference between the \$20,000 and the \$100,000?

Hon. Mr. Meen: Well, in my opinion, Mr. Chairman, if he has managed to con the mortgagor out of his rights to redeem, and his right to require a sale in the master's office or whatever, it's likely that he didn't con him at all and that the property was only worth the \$20,000.

Mr. Breithaupt: Possibly so.

Hon. Mr. Meen: Certainly, no one has suggested to me that we should give a special exemption to mortgagees—well, I've heard the suggestion but, to tell you the truth, I don't treat it seriously—that they should be treated any differently from anyone else who acquires a property and turns it over at a profit. So, I would say I'm not

contemplating an amendment to the Act; certainly it's not picked up in any of the amendments you've seen here.

Mr. Breithaupt: So far as you are concerned then, the matter of the absconding mortgagor, shall we say, or a situation where there may have possibly been good fortune, if nothing more, in the hands of the mortgagee, is to be treated as a taxable situation?

Hon. Mr. Meen: I'm sorry, I missed your last 30 seconds.

Mr. Breithaupt: Well, I just said that you would be treating this as a strict taxable situation, not necessarily reflecting the value as it may or may not have been on April 9?

Hon. Mr. Meen: Yes, but there are lots of acquisitions that occur after April 9.

Mr. Breithaupt: Yes, that's true.

Hon. Mr. Meen: And the value goes up, so he has—

Mr. Breithaupt: Or possibly down.

Hon. Mr. Meen: Yes, or possibly down. That's right. He may not have been in there with the intention of speculating. In fact, the legitimate investor is there expecting the moneys to be returned with interest according to the terms of the mortgage, and, frankly hopes that he never has to foreclose. Every mortgagee who's in the business hopes he never has a foreclosure, but it just doesn't happen that way.

So if it happens, among all the foreclosures—and I would expect the hon. member has had a few—in which the mortgagee has wound up the owner it is because the property didn't have the value; that's almost always the way. In fact, it always happens with me—

Mr. Breithaupt: This would generally be the case in a second-mortgagee foreclosure.

Hon. Mr. Meen: —in acting for clients in years gone by in mortgage foreclosure actions. In every other case where there was any equity there, the owner managed to get an order for a sale, or a subsequent encumbrancer came along and bailed out the mortgagee who was foreclosing. So, if there's an acquisition at a particular price, then he turns around and sells it and he makes a profit, I think the public purse should benefit to the extent of 50 per cent.

Mr. Breithaupt: Have you had any particular examples, as a result now of perhaps persons or projects that are over encumbered, that have come to light whereby foreclosures have been completed and properties have then been sold for an amount that would acquire the 50 per cent taxable interest.

Hon. Mr. Meen: I haven't myself. Now Mr. Stoodley, of our legal branch came in—did I see Mr. Stoodley around somewhere? Mr. Stoodley, I don't know whether you heard that question—did you?

Mr. G. A. Stoodley (Director, Legal Services Branch): I did in part, Mr. Minister, but was it whether we have, in fact, had a situation in which a profit was earned by a mortgagee who advantageously foreclosed? Was that it?

Mr. Breithaupt: Yes.

Mr. Stoodley: Not to my knowledge at the moment, because the foreclosures have not been of such a high value—or a low value, I guess the real answer is—of such a low value that the turnover created a profit. There were interest charges, of course, and mortgagee's legal costs, which he was perfectly entitled to take into account when computing the adjusted value when acquiring the property through the foreclosure. I have not encountered a situation in which the mortgagee has been liable to tax because of such a transaction. That is not to say that it may not arise; but in the six months in which the Act has been in force one hasn't come to my attention.

Hon. Mr. Meen: Thank you, Mr. Stoodley.

Mr. Breithaupt: Thank you. This was an area that I did want to comment upon. There are some other points which I could raise—

Mr. Lawlor: Just on that one point. Isn't it possible for a certain conspiracy or cahoots to grow up between a mortgagor and a mortgagee, whereby the mortgagee would take over and shift the property to some third party by pre-arrangement, and thereby escape the tax? In other words, aren't you building abuses into the thing if the tax weren't levied?

Hon. Mr. Meen: That's possible, Mr. Chairman. I must confess I haven't directed my attention to it, since the tax is applied to such a situation. I suppose it is possible to abuse it. Certainly we recognize that there would be a thundering great loophole under

the Land Transfer Act if we didn't have those provisions.

Mr. Lawlor: A thundering hole — that's right. Not that I am defending your wretched legislation.

Hon. Mr. Meen: Mr. Chairman, the member for Kitchener raised the question of section 23 of the Land Speculation Tax Act, and the general discretion granted under it for regulations and orders in council.

Mr. Breithaupt: Yes, I would appreciate finding out how that has been done.

Hon. Mr. Meen: To tell the truth—and I said this during the debate in the spring—I didn't want that section any broader than I felt it had to be, with the certain knowledge that there just had to be dozens of circumstances which we had just never thought of. Although I guess there weren't hundreds, there certainly were dozens that came to my attention in the months that followed. I was awfully thankful for the kind of power and authority that that section could give me. For instance, the rooming and boarding house regulation—nobody thought of that. Look at the days and weeks we debated the issues, and nobody suggested the problem of rooming and boarding houses.

Leases: We had thought that we could deal with commercial leases and establish a present value for a lease over a term of years at X dollars a month. The only kind of lease we thought of exempting from taxation was the short-term, more or less, residential lease of 10 years or less. And so we put in the provision of leases of 10 years or more being subject to tax on land speculation; and also the commercial leases of any land—recognizing that leases of seven years or more have to be registered, and so they would probably come to our attention.

Then we discovered—and I guess I should have known this; and I suppose many lawyers practising in law would have encountered it in their practices—that in many commercial leases there are profit-sharing provisions. For example, two per cent of gross sales; or service stations with X number of cents a gallon—two or three cents a gallon of petroleum products pumped through the system.

In apartments, in rental or other residential accommodation, there are escalation provisions relating to taxes and relating to maybe a cost of living index, or whatever. And so we found that to try to place a present value on leases of that sort was just impossible. There was no way in which you could place an accurate figure for purposes of calculation

of any land speculation tax. There are just two.

So utilizing that kind of authority to grant exemptions to relieve against the unexpected hardship created under the Act, we took all the leases up to 50 years under one of the other regulations. We have seen a number of cases where I have been thankful that I could do that and not have to wait until the Legislature convened to accomplish such a thing retroactively.

So we passed the regulations retroactively to April 10, and now, if memory serves me, I have an amendment under the Land Speculation Tax Act to enshrine that right into the statute. Wherever I can, I am putting that sort of thing into the statute so that lawyers don't have to go to the body of regulations; they can look at it right in the Act. Those are a couple of illustrations.

Mr. Worton: Would that not be giving you exceptional powers though, Mr. Minister, beyond what would be normal in legislation?

Hon. Mr. Meen: No. These are powers to relieve against taxation; these are not powers to impose. The Act itself makes a fairly stringent application of the tax and then these are powers to relieve against that.

Mr. Worton: Because when you take tax off, it doesn't hurt.

Hon. Mr. Meen: Remember, it is not me the minister; it is the Lieutenant Governor in Council, with orders in council that are published. There is nothing sinister about it.

Mr. Worton: No reflection on you, but I would be afraid that it could eventually lead to some abuses. That would be my concern.

Hon. Mr. Meen: As I said, far be it for me to have any more authority under that Act than I need to properly administer it and to be able to look after the problems which arise at a time when the House would not be sitting.

Mr. Worton: The idea is good.

Hon. Mr. Meen: I would have to be able to deal with those problems in the interests of keeping commerce moving along. We didn't want everything to be stopped dead on the minister's statement that come next October or November when the House reconvened, he would introduce an amendment. That is cold comfort to the person who is potentially being hit with a heavy tax.

Mr. Breithaupt: Well, even the point I raised with you a couple of days ago in the

House concerning the amendments with respect to companies having their year end March 31 and their six months for filing was up—

Hon. Mr. Meen: Yes.

Mr. Breithaupt: This is the sort of problem, of course, that must be avoided, hopefully to save costs and save time, especially for people who might otherwise have to file two sets of corporate returns, or whatever it may be.

Hon. Mr. Meen: That is right.

Mr. Worton: But how can we keep the members of the Legislature informed as to what is taking place? Just what are you doing to the adjustment of taxes in that regard? How can we be informed?

Hon. Mr. Meen: Through the normal mechanism of the passage of the orders-in-council, which are made public.

Mr. E. R. Good (Waterloo North): Are all exemptions going to be gazetted by individual orders-in-council?

Hon. Mr. Meen: Yes, they are. As a matter of fact, my deputy reminds me that these information circulars are going out to all hon. members.

Mr. Worton: Yes, I have quite a few.

Mr. Lawlor: I have a whole pile of them.

Hon. Mr. Meen: So we are keeping you informed. As a lawyer, Mr. Lawlor and Mr. Breithaupt would receive them, but all members are getting them. That was one of my better decisions.

Mr. Chairman: Mr. Lawlor.

Mr. Lawlor: I want to speak very briefly on this. The minister has presented us with a very thick compendium of proposed changes. During these particular estimates, there is little point, really, except for the several points mentioned, in going into it because a full-scale and I hope abundant debate will take place fairly shortly, beginning possibly next week, in the House on the whole thing. So I don't think there is any point in detailed stuff here. You will get a surfeit of that very shortly.

The constitutional issue bemuses me somewhat. While I think the province is constitutionally justified in imposing the tax, since it is a direct tax and I think the law is arrogated now with respect even to title and

wording as to be a tax perfectly within the competence of the province, what isn't within the competence of the province, nor within the overall perhaps benefice of this country, is that they would also say it has a deductibility feature vis-à-vis the federal government.

If that principle was permitted to extend to any length at all, then the erosion of federal revenues could be very considerable indeed by way of setting up legislation under section 92(13) or otherwise and setting it up as a direct tax. You can pass any number of Acts and make the federal government pay 50 per cent of the tax, and so cut their revenues by 50 per cent and increase yours by 50 per cent. I can think of no better way to bring the country to its knees and destroy the constitutional structure of the country.

Therefore, I'm inclined to hope that you lose in this particular matter, and I think if faced with this particular issue by the Supreme Court, and knowing the overall of the general-good clause, that you would probably not be successful on that second point, nor should you be. Nor, when you devise tax measures, ought you to make those kinds of incursions upon someone else's jurisdiction and demesne or expect that particular kind of reciprocation to be forthcoming from any other level of government. It's a mistake and is regarded so at a higher level. It's a form of Ontario imperviousness and impingement upon a jurisdiction and can be really quite a vicious thing so far as the overall tax structure of the country is concerned.

Hon. Mr. Meen: I'm not in disagreement with the statement the hon. member for Lakeshore makes, Mr. Chairman. The point is that we would like the federal government to make a public statement, of course, as to its position. I'm not going to contest it in the courts if I can get them to make a statement of position.

Mr. Lawlor: Yes, that's what I heard you say and you're very wise not to contest the matter.

Hon. Mr. Meen: What's the point? If you lose, you lose. If you win, they amend the statute and you lose anyway.

Mr. Lawlor: Ah, no, but it's within your competence and jurisdiction, even if they amended the statute they can't—

Hon. Mr. Meen: It's a direct tax, I believe. We're not trying to amend the federal legislation. All we'd like the federal government to do is make the overall determination—

since it has the residuary powers under section 91 anyway to make that determination—is it or is it not deductible? I think, until they make that determination—and they have yet to tell us—we're quite entitled to proceed on the assumption that as the rules have existed for some years on costs of doing business, the cost of disposition would be treated like any other expense incurred on a completion of a transaction as a deductible item before computation of income tax. However, they can amend their Act, so they're in the superior position, and all we're saying is that we wish they would make that pronouncement one way or the other.

Mr. Lawlor: All right. Can I push you one step further? Are you going to so arrange the incidence or weight of your tax to keep this legislation?

Hon. Mr. Meen: That certainly is one route to follow. I think it's the clearest and most obvious. Something of the order of 25 per cent or 30 per cent instead of 50 per cent would be the simplest amendment I could possibly make in the Act, wouldn't it?

Mr. Lawlor: That's what I'm thinking.

Hon. Mr. Meen: Regrettably, though, if I were to take that very simple route it would have the immediate disadvantage that instead of being a 50 per cent application of tax it's only a 25 per cent or a 30 per cent disincentive instead of a thundering great 50 per cent disincentive.

I don't recall whether you had come in at the time when I made this observation, but I'm hoping that Mr. Turner will make some kind of indication along this line when he brings in his budget later this month.

Mr. Lawlor: Yes, I heard you say it. That is all I have to say, Mr. Chairman.

Mr. Worton: Mr. Chairman, I would like to revert back to this land transfer tax and how you arrive at the decision of who should be exempt on it. Perhaps this is where I'm getting mixed up with the regulations. A German firm goes into Kitchener and buys 50 acres of industrial land, an American firm comes into Guelph and buys a similar amount of land, another firm comes into Toronto and buys a similar piece of property. How do you arrive at a decision as to who will be exempt? Do you consult with the trade and industry branch as to employment?

Hon. Mr. Meen: These applications have been coming in, generally speaking but not always, to us. Sometimes they come in to

Industry and Tourism if they have been dealing with them in the first instance—finding a spot for them and so on. But, one way or the other, an application would be made to a committee of staff representing the Ministries of Treasury and Economics, Revenue, Industry and Tourism, sometimes Agriculture, and any other interested ministry. Generally speaking, it's always TEIGA, Revenue and I & T—and sometimes other ministries.

Mr. Worton: Can you briefly give me the criteria that are laid down by those four?

Hon. Mr. Meen: Well, if the non-resident is coming in to create a new industry that will provide jobs in an area where we would like to see more jobs created, we would give an exemption there.

If it's coming in to bolster a business that we know from investigation by I & T and others is about to fold, and it's a desirable industry, and if they're a lot of employees directly and indirectly affected by the possible folding of the company, then that has been considered desirable.

If it's a new industry that may be marketing products that will be sold in foreign markets, then that helps our balance of payments as well as providing jobs.

These have all been reasons behind our granting exemptions from the 20 per cent non-resident tax, remembering that one of our two prime reasons for the 20 per cent tax was to discourage foreign money flowing into Ontario simply for the purpose of purchasing quiescent real estate, to leave it there and, as a consequence, to speculate and drive up the prices of real estate. That was one of our two prime reasons. The other was our nationalistic feeling that we would like more of our real estate to stay in Canadian hands.

Mr. Good: Are there any conditions attached to the exemption as to the future performance of the company, that is, that it does actually provide the jobs and that they stay in business for a certain period of time?

Hon. Mr. Meen: No, Mr. Chairman, we haven't done that. That is a refinement I have been reflecting upon as an area in which I think we might want to do some of that in some instances in the future.

Mr. J. Riddell (Huron): On the basis of the criteria you have just outlined—and I want to deal specifically with one company—I presume Kongsilde in Exeter would be granted an exemption on the basis of the

fact that they were purchasing land to expand their business. Are you familiar with this particular company?

Hon. Mr. Meen: Have they made an application to us?

Mr. Riddell: Yes, they made an application. It is Danish-owned, granted, but it certainly employs a lot of Canadian labour.

Hon. Mr. Meen: Well, I think I can give you a bit of a scoop on this one. Cabinet has approved the application by Kongsilde. For the 20 per cent exemption, probably on the basis as I outlined it to you. That is, an expansion of the business that probably will provide more jobs in the immediate area.

There are some instances in which they have brought in some new technology. CIBA-Geigy, I believe, bought some agricultural land, and they are bringing in new skills and new technology, something we apparently don't have in that industry. That was the reason in that case. And we have given an exemption to White Motors—

Mr. Breithaupt: How many applications have you had?

Hon. Mr. Meen: There have been 71 cases of exemptions so far.

Mr. Breithaupt: And how many applications have there been for exemptions?

Mr. Crosbie: There have been 71 applications.

Hon. Mr. Meen: And how many—

Mr. Crosbie: Eight have been processed through to order-in-council regulation.

Hon. Mr. Meen: I am sorry—

Mr. Breithaupt: Only eight?

Mr. Crosbie: Eight.

Mr. Breithaupt: You have lost me, because I heard there were 71 applications and 71 exemptions.

Mr. Crosbie: No, sorry.

Mr. Breithaupt: Perhaps we had best start again. How many applications have there been?

Mr. Crosbie: Well, these statistics are to Oct. 24, and there were 71 cases either approved or before the government.

Mr. Breithaupt: And how many of those have you turned down?

Hon. Mr. Meen: There have been some rejections, but not many in terms of percentage, I would say, simply because those who have come to us have put the case to us in such a way they would appear to have legitimately felt they were entitled to some exemption. For these reasons, as they have outlined them to us, we have seen fit to grant them.

Mr. Breithaupt: Have you made a list of the applicants who have been approved, the amounts involved and the reasons, and is that public knowledge?

Hon. Mr. Meen: I don't know that the amounts of the exemptions are public knowledge, though it wouldn't be hard to compute it because of the public knowledge nature of the land transfer tax that's otherwise payable. Do the regulations show the amount, Mr. Crosbie?

Mr. Crosbie: Not necessarily, but we have revealed them.

Hon. Mr. Meen: Actually, we have tried to not look at the amount of dollars involved, to tell you the truth, when determining whether an exemption should be granted or not. We've not looked at something and said, "That's a small amount or that's a large amount and maybe we shouldn't."

Mr. Breithaupt: Did the deputy minister say that it is public knowledge or it is not?

Mr. Crosbie: What we have been doing, sir, is that the name of the company and the land involved are usually identified in the regulation. Under the Land Transfer Tax Act if anybody inquires, we will make the information public. As a matter of practice on these, once the regulation has been passed, if anybody inquires they will be told the amount of tax involved or the name of the company, if that's what they're interested in knowing.

Mr. Breithaupt: It would seem to me to be of some merit to have the list of those who have received benefits and the good and sufficient reasons for them, which I presume exist, readily available, so that persons who might wish to apply or might wish to see a pattern on how these things are being dealt with, in the form of a precedent or otherwise, would have somewhere to go. How will they find out now?

Hon. Mr. Meen: We've been working our way toward this, and I think there will be more answers available to you along that line when I have the amendments to the Land Transfer Tax Act before the House.

Mr. Breithaupt: Even in the numbers of bulletins that are coming out, general information about examples that were successful or some that weren't may be worthwhile, so that the whole thing is seen as having been done openly without any question.

Hon. Mr. Meen: That's right. One of the things, of course, when we started was that we didn't know how many there were of this. After six months of the Act being in place, we're starting to get a fix now on the numbers there might be.

Mr. Breithaupt: Perhaps not as many as you thought there might be.

Hon. Mr. Meen: I don't know how many we've discouraged from coming. We've had 71 people apply. There may have been several hundred who would have otherwise come in and purchased. We know that we've had 71 people who felt that they were justified in coming to us and saying, "Look, we don't think you intended to catch us in this web."

Mr. Worton: Mr. Chairman, have there been any exemptions made on the purchase of apartments by foreign money?

Hon. Mr. Meen: No, none on a straight exemption basis. There was one reported, and somewhat erroneously, in the press a while back, where the transaction had actually been completed well before the April 9 date and, of course, that's a virtually automatic exemption on the transaction.

Mr. Worton: Would it be considered where there's a lack of development, whether it be apartments or residential developments?

Hon. Mr. Meen: I'm sorry, Mr. Worton.

Mr. Worton: Would it be possible to obtain exemption if sufficient proof could be given that we were in need of apartments and residential development? In other words, in our area where we're certainly expanding in the industrial and commercial development, but we're lacking, I would suspect, money for—

Hon. Mr. Meen: Are you talking about purchase for resale?

Mr. Worton: No. I'm speaking of the case of somebody who flies in from Germany or

France or the US or wherever it may be and says, "I want to buy this apartment."

Hon. Mr. Meen: That has been the sort of thing we've been talking about restricting.

Mr. Worton: There's no doubt about it, it is restricting. But what I'm saying is, where there is a need for additional accommodation, would it make sense in some cases to consider this?

Hon. Mr. Meen: I would venture to say that it would. I might just mention that my colleague, the Minister of Housing (Mr. Irvine), is taking a look at that whole picture to see to what extent, if any, this Act might have a less than desirable effect on the housing industry.

Mr. Breithaupt: I think, when you're looking at the Land Transfer Tax Act as possibly a tool for business location, that as well—

Hon. Mr. Meen: I might say in that respect, Mr. Chairman, that coming as I did from Treasury and Economics, where I spent a couple of years being thoroughly indoctrinated with planning the growth of this province, I was inclined to say I'd like to use that Act to the maximum advantage for the planning of the growth of the province. If a 20 per cent abatement of tax were an incentive to get certain types of development in some areas of the province where it was required, then I would use it. I would want to use any tool at my disposal.

We have concluded though, that that isn't now one of the better ways to do it. Rather than exempt a non-resident from a tax on that basis, that sort of 20 per cent incentive, let us say, ought to be available to any industry whether it's a non-resident or a resident. Therefore, we would come to the industry or the individual company or person concerned in a more direct fashion, as for example, under the Ontario Development Corp.

Mr. Breithaupt: This is what I was going to ask you, Mr. Minister—whether you were using it as that incentive. What would be the incentive to our own persons to develop a project in the same area. That is what I am interested in.

Hon. Mr. Meen: Right. This was the point made to me. The ad hoc committee were very strong on that point, saying that I shouldn't be using it as a planning tool. Coming imbued as I am with the planning principles of the province as something I

wanted to see enhanced, I was certainly prepared to use it—

Mr. Breithaupt: Or anything else that you could use, yes.

Hon. Mr. Meen: —but we eventually concluded that the ad hoc committee was right. If incentives are to go in this area for development of the province they should be channelled through IMT or whatever ministry, but they shouldn't be done on the basis of the 20 per cent non-resident tax exemptions.

Mr. Lawlor: Yes, a tax utilized for one purpose ought not to be subverted to another purpose. When you and I were boys together at Osgoode Hall, there was a lot of noise in the world from a guy by the name of Lord Heward with respect to discretions. In those days blood would drain from your veins if you heard anyone seeking to exercise the kinds of omnivorous powers that you have bestowed upon yourself these days. It was just unheard of. And it is horrendous.

I think I could speak on behalf of Jimmy Breithaupt and myself as I place before you now an ongoing, everlasting form of depositum, saying: "Yes, I would like to see the justification for it every time that you give one of these discretions." I would really like to have every one of them. There aren't all that many. At the same time, that is our portion as watchdogs. If you are going to exercise powers on that scale—which really should run against your particular philosophical vein—

Hon. Mr. Meen: Yes, I don't disagree with that; in fact I would like to do it. One of our difficulties arises with respect to some of the early cases. I will ask the deputy if he can elaborate on this some more, but when we got in the information on some of the early ones, we may not have cautioned the applicants that the arguments they advance to us might well be made public. I find myself in the theoretically awkward position of perhaps being bound. Therefore I don't really want to give a commitment to disclose some information that may have been given to me, in the belief that it was being given in confidence.

Mr. Breithaupt: I think that if the Act—

Hon. Mr. Meen: I think someone coming and expecting a 20 per cent remission of tax should expect that I and my colleagues in exercising this discretion would—

Mr. Good: He would go to a reassessment review court.

Mr. Breithaupt: Yes, that's it, I think. If they can get it past you, they should be able to take public scrutiny. Indeed, if it doesn't get the chance of public scrutiny you are holding yourself open to question, whereas you may well have the answers that would resolve your problems before they started. Thus, the availability of this as public knowledge, I think, was well worth your consideration because it is going to save you the questions that are raised. I certainly agree with my friend from Lakeshore in thinking these questions are raised quite properly. So to make sure that the discretions that are granted are not indiscreet is nothing else than—

Hon. Mr. Meen: It is my fervent hope that not one of our exemptions has been indiscreet.

Mr. Lawlor: You must bend over backwards to be—

Hon. Mr. Meen: We have felt that in every case they were justified.

Mr. Lawlor: Under our system of government it is critical that you go the whole way. You bend over backwards to make that publicly clear.

I have another point, if I might. I was on Manitoulin Island yesterday afternoon speaking to various people. The inundation, the constant takeover of that island and those pieces of land by Americans from Michigan goes on at an ever-increasing pace. I would like to see specific figures about it and if you could get something for me I would be most appreciative.

The point is that the cost of the land against comparable land in the United States—

Hon. Mr. Meen: It is so small that 20 per cent doesn't do any good?

Mr. Breithaupt: They are glad to pay that and 20 more, I suppose, are they?

Mr. Lawlor: That's perfectly right. That's what happens.

Mr. Breithaupt: That's the going rate so there is no discrimination there.

Hon. Mr. Meen: Mr. Gillis is nodding his head. I take it he is at least aware of the values of the lands.

Mr. Breithaupt: Well, perhaps we could hear a bit about that?

Mr. Good: Not so on the Bruce Peninsula just across the gap. That's where the difference comes.

Mr. P. G. Gillis (Executive Director, Assessment Division): Well, essentially the lands in Grey County, Bruce County and Manitoulin Island and in and around the French River that are forested, but not necessarily timber producing, are selling for somewhere around \$175 an acre, and 100 acres sell for \$17,500. Unless there is lake frontage or some reason perhaps more money would be paid. Putting 20 per cent on top of that certainly isn't discouraging them from buying it and they are buying it at the same rate they always did.

Mr. Breithaupt: It was interesting to hear what my colleague from Waterloo North said. Something about a gap?

Mr. Good: I don't think the price is as low on the mainland side to Tobermory as it is once you get across to the island.

Mr. Gillis: That's true. I was talking about an average in all those areas. On the mainland side the only lands that are worth more than that, that are upward of say \$450 or \$500 an acre, are lands where there is a lake frontage, either a river or a lake, and the lake frontage adds considerable value to the land for the first 150 or 200 ft. But some of the islands have plans of subdivision on them. No lands have been sold, but there are plans of subdivisions, landing strips made available for airplanes, landing strips for helicopters and all these sorts of things.

Mr. Breithaupt: And this 20 per cent tax certainly isn't going to be a tool that will be of any help to us, at least in this particular area, when it comes to non-Canadian ownership of recreational property?

Hon. Mr. Meen: Not at this time. But then later on, when they come to sell it again, the values have continued to go up there, perhaps catching up with the values across the line, in the United States, then their sale to another non-resident would attach the tax—

Mr. Breithaupt: That may be cold comfort if then there is not land that is reasonably available for Canadians.

Hon. Mr. Meen: Oh yes. I am not suggesting that we would want to wait until those values have gone up to do that. I am interested to hear that the 20 per cent—

Mr. Lawlor: Excuse me. The solution is not peculiarly within your competence by

way of a gains tax. You could consider altering the tax structure in various parts of the province to direct it on to that particular purpose. On the other hand, I don't think that is quite the way. I think it is a planning principle. I think you are going to have to pass legislation in places like that which will frankly seek to preserve by way of a mandatory—except for discretion—

Hon. Mr. Meen: Are you suggesting that we take the discretion?

Mr. Breithaupt: Mandatory, except for discretion?

Mr. Lawlor: Let me finish though—mandatory except for the discretion with respect to the sale of foreigners, you know, in an area like that. There could be circumstances in which it would be legitimate, but each case must be adjudicated on their merits, each individually, and published to the world at large.

Mr. Breithaupt: There is one little point I would just raise with you on the matter of rooming houses and I won't comment, I think, any further on the two Acts because we will have them later.

You will recall, Mr. Minister, that the member for St. George (Mrs. Campbell) had proposed an amendment which was accepted concerning the exemption from liability of tax where several rooms were rented in a home. However, there is another point that has come up that I would leave for your consideration. This is the example where we suppose—

Hon. Mr. Meen: Could I just interrupt for a second? The member for St. George made a proposal with respect to senior citizens moving out of their homes after—

Mr. Breithaupt: Oh had she? I thought that this other matter had been considered as well, but in any event—

Hon. Mr. Meen: I just wanted to make clear that I accepted her suggestion.

Mr. Breithaupt: Certainly you responded to her concern in the matter and we may see that further. As I recall, the amendment that was accepted was with respect to persons that might be in senior citizen or nursing homes.

Hon. Mr. Meen: Moving out of their principal residences.

Mr. Breithaupt: Right. But the point concerning rooming houses, this is the question

that I have for you. If there is an owner who rents out some rooms in his house and he has a second house down the street that he also rents, then presumably upon resale of his second house, he would be subject to the land speculation tax. But, if he leased the second house to a rooming house operator, who was in the business of running rooming houses, would he be free from the tax on resale because the house would be considered to be a commercial enterprise? Now, this is a problem that was posed, and I just thought I would raise it with you for at least consideration—if not now, perhaps a comment later when you have had a chance to digest this.

Hon. Mr. Meen: But doesn't our definition of commercial enterprise exclude accommodation used for residential purposes? Just as the apartment house is not a commercial enterprise within this Act.

Mr. Breithaupt: This could well be the answer.

Hon. Mr. Meen: I think it falls within the same category as the apartment house.

Mr. Breithaupt: I thought I would raise the point.

Mr. Good: On that point, Mr. Chairman, to the minister, are you finding that the construction and sale of apartment buildings is being deterred by the application of both of these taxes, especially the land speculation tax? I know there was quite a strong brief last week from the Hamilton Real Estate Board, I believe it was, stating that this tax is creating a decrease in the number of apartments being built.

The second point I want to make: Have you reconsidered at all the application of the land speculation tax to apartment buildings that have already been owned by one owner for a length of time? You say that under the Act as it now rests, one has to keep the apartment for 10 years and then he is no longer a speculator.

Hon. Mr. Meen: Mr. Chairman, I would ask the member for Waterloo North if he has read the amendments?

Mr. Good: No, I haven't read any amendments. Is this in them?

Hon. Mr. Meen: Of course, we did recognize this problem. The submission from the Hamilton Real Estate Board, I suspect, is not couched in the knowledge of the amendments that I introduced a week ago Friday.

Mr. Breithaupt: No, that was Oct. 29.

Hon. Mr. Meen: That was Oct. 29.

Mr. Breithaupt: And it was put together earlier.

Hon. Mr. Meen: It was really put together before the bill. What we are doing, what we are proposing is that the 10-year period now may ante-date April 9 to the date of acquisition.

Mr. Good: That was the argument I tried to give you when you put the bill through; but I couldn't get any support in my own caucus.

Hon. Mr. Meen: Now, the value is still established as of April 9. That's not what the member for Waterloo North suggested to me last night.

Mr. Good: No it isn't.

Hon. Mr. Meen: We still nail the value down on April 9.

Mr. Good: Yes.

Hon. Mr. Meen: If there is an increase in value from April 9 to the date of sale, then there is a potential attraction of tax. I am proposing that we remove altogether the three-year holding period, and then abate the amount of tax by an amount of 10 per cent for every full year the property has been held since acquisition.

Mr. Breithaupt: Sounds vaguely like something I was talking about at one point.

Mr. Worton: Same as the succession duty thing.

Mr. Good: That sounds reasonable, yes.

Hon. Mr. Meen: If you have owned the property for 10 years, you are completely free of tax.

Mr. Good: Because that person has already proved that he is not a speculator.

Hon. Mr. Meen: Not necessarily.

Mr. Good: He's an investor.

Hon. Mr. Meen: But we could see that—

Mr. Breithaupt: He has come a long way, I would think.

Hon. Mr. Meen: —this Act, as it stood, was causing some concern to some people. And if that was one of the reasons for people being disenchanted with apartment house

ownership, and perhaps deciding that they were going to recover more of their profits out of rent than out of the capital gains aspect, then we certainly wanted to remove that, and yet still nail down the speculator if we could identify him in some fashion. So that course of action has been formed.

Mr. Good: For the new buyer of apartment buildings, the tax would be relieved by 10 per cent a year—

Hon. Mr. Meen: Yes, without a holding period.

Mr. Good: Without a holding period. Thank you.

Mr. Lawlor: I came in because I was up in the House, Mr. Chairman, and was just a little late. There was just the one matter I wanted to discuss briefly with the minister, mostly to twig him, with respect to the Retail Merchants Association of Canada brief which he has, I dare say, received. Are you aware of this sales tax document and are you totally recalcitrant?

Hon. Mr. Meen: I would suggest to the hon. member, since he started off his comments by suggesting that he was going to "twit" me about this—I think that was the term he used—that he simply pick up tomorrow's Hansard of this afternoon of the first hour or so, when he was talking in the House. We covered that subject and my comments are in there for him to read.

Mr. Lawlor: I take it you are recalcitrant, though.

Hon. Mr. Meen: I don't think you can legitimately take that.

Mr. Young: You can't reach him anywhere.

Mr. Chairman: Have you finished, Mr. Lawlor?

Hon. Mr. Meen: No, since I know Mr. Lawlor would have liked to have been here from the beginning I will just repeat what I said. I am not recalcitrant; I have a good deal of sympathy for the Retail Merchants Association. Mr. Lawlor was a member of the select committee which sat in 1968 and ruminated over the suggestions of the Smith committee on the removal of the compensation to retail merchants. So far as I am aware, both he and Mr. Breithaupt—

Mr. Lawlor: Hold it right there. Regretfully, I never did become the minister—that makes a difference.

Hon. Mr. Meen: I don't find that regrettable at all.

Mr. Lawlor: You were rewarded for your services.

Hon. Mr. Meen: The point is that I think we all felt at that time on that committee that the compensation should be removed and treated as a cost of doing business. But I had the opportunity to read that brief and to meet these people and I can see what they are talking about.

Furthermore, I think we were moved to reach that conclusion by the evidence that a very substantial amount of the dollars being paid out in compensation was going to a small number of the merchants, the very large ones. Now, the submission by the Retail Merchants Association is a modification of the application of that compensation, and is by no means a suggestion that we revert to the position that prevailed until 1972, I guess it was.

I did tell the committee that my staff are looking into this whole picture and making information available to the Treasurer. Since this is a policy matter he will be the one who ultimately will make that decision—he was the one who made it in the first place—to adopt our select committee recommendations.

Mr. Breithaupt: Of course, being chairman of the committee he was perhaps more interested than most, but that's probably a fortunate—

Hon. Mr. Meen: Well, at a time when the action was taken the present Treasurer was not the Treasurer. He wasn't even the Minister of Revenue at that time.

Mr. Lawlor: He was the chairman of the committee.

Hon. Mr. Meen: Oh, yes.

Mr. Lawlor: Just one thing. Did you take off that tax—my recollection is that you did—with respect to the consortium of five, six or 10 gasoline companies that collected the tax and remitted it to you? Do you compensate them still or not?

Hon. Mr. Meen: No.

Mr. Lawlor: Definitely not.

Hon. Mr. Meen: Frankly, I would not anticipate any suggestion coming that they would be compensated. I think the big companies can well afford to look after that.

Mr. Good: And they have a big enough benefit now collecting the tax.

Hon. Mr. Meen: That's right. If you adopt the retail merchants' recommendation it would put a top limit of \$500 a year, I think, they are suggesting. Okay, if we put a top limit to Gulf Oil, Eaton's and all the other retail merchants who would be submitting their returns for gasoline tax, in the case of Gulf Oil, or retail sales tax for tires, batteries and accessories with the oil companies, and to Eaton's, and so on, of \$100, or \$500 a year or whatever it worked out to, let them have the same maximum as everybody else—just sort of talking off the top of my head here—it would still, putting that top limit on as suggested by the merchants, cut down the cost of administration substantially below what it would be if we simply reverted to the original scheme.

In those days, as I observed earlier, I think the cost to the treasury was something around \$6 or \$7 million. Now, with the increase in the sales tax from five to seven per cent, and the increase in sales themselves, my staff tell me that the figure of the tax would be something in the order of \$25 million. I see Mr. Garland down here is nodding his head so I guess I am fairly close on that figure. But it wouldn't be anything of that nature if one were to put the top limit on, the difference being the large amounts of compensation that the small number of large retail merchants would have been getting.

Mr. Breithaupt: They might pay a quarter of that possibly.

Hon. Mr. Meen: I think it comes to more than that.

Mr. Good: Are we anywhere on this vote?

Mr. Chairman: I think we are just ready to take a vote.

Mr. Good: Have you been able to get any information on your policy regarding sales tax on the sale of first-day issue postage stamps from the post office?

Hon. Mr. Meen: Basically, I am told that it is the same as for coins, but I was going to get you some further details on that. You only asked me that question at 2 o'clock this afternoon.

Mr. Good: I know but it is inconceivable that you can charge sales tax when you go to buy a postage stamp at the post office.

Mr. Breithaupt: Is the sales tax being applied on the cost of the cover rather than the stamp?

Mr. Good: I can understand sales tax applying if I buy a stamp from a member here that has the face value of 10 cents and it's a rare one and I pay him \$50 for it. That's a piece of merchandise. I suppose that in large amounts the capital gains tax could apply on that and anything else as well in large amounts. But, on face value issues, why does it apply?

Hon. Mr. Meen: You don't get charged sales tax when you buy something like that at the post office at face value, do you?

Mr. Good: That was the basis of the letter that I forwarded to your ministry a month ago and I am still awaiting a reply to it. I can only gather by the letter that the person paid the sales tax. I won't say the uncomplimentary things he said about the government that charges sales tax on postage stamps. He says, "Being a stamp collector, I find the recent 7 per cent rate for first-day issue an atrocious imposition. Since when has," and he goes on and on. "the sale of stamps been subject to that."

Hon. Mr. Meen: The point is did he buy them at the post office or did he buy them from somebody else?

Mr. Good: Yes. He says, "I don't mind paying seven per cent on the envelopes, but—"

Hon. Mr. Meen: The post office doesn't make any charge.

Mr. Breithaupt: They may be collecting a tax on the cover with the stamp on it which may be sold at, let's say, 25 cents instead of at the eight-cent stamp rate.

Hon. Mr. Meen: I almost hesitate to ask, Mr. Good, but did you send that to me?

Mr. Good: No. I sent it—I don't want to embarrass him—to Mr. Akeroyd. I spoke with somebody in your ministry. They said they weren't too familiar with it and to take it up with Mr. Akeroyd. I sent him a copy of the letter.

Hon. Mr. Meen: Well, we will look into it.

Mr. Good: I phoned him twice and got a letter back saying, "We would be pleased to advise you as soon as possible of our findings." Then on Oct. 29, Mr. Akeroyd said when he was phoned again that the matter is still under discussion and he hoped to have an answer very shortly. You must have a policy. Are you saying that stamps bought at the post office are not subject to it?

Hon. Mr. Meen: Yes, that is right.

Mr. Good: If I buy a sheet of stamps at the post office for \$8 for 100 eight-cent stamps, and if I sell that sheet to a member for \$10, is it subject to tax then?

Hon. Mr. Meen: Yes, it is.

Mr. Good: Suppose I sell it to him for \$8, is it subject to tax?

Mr. Breithaupt: No, because that is the face value of what the stamps are to be used for.

Mr. Crosbie: This is the one area we have for determining whether or not you are selling coins or stamps as coins and stamp or whether you are selling them as collector's items. If there's a difference, a markup in price, then we assume that you are selling them not for their face value as normal use but as collector's items.

Mr. Breithaupt: I think that is fair enough.

Mr. Good: All I want to know is what is your policy.

Hon. Mr. Meen: That is the policy. It is the same as for coins.

Mr. Breithaupt: Even on a first-day issue stamp, the fact that that is still an eight-cent stamp which just happens to be issued that day doesn't make it necessarily more valuable unless it is in the form of a certain block on a sheet or also on a cover by itself, I suppose, for which you would pay a higher figure.

Mr. Good: On the resale of that sheet of stamps, would sales tax apply on the increase only above face value or on the whole?

Hon. Mr. Meen: On the whole.

Mr. Good: On the whole sale price.

Hon. Mr. Meen: The increase in price just indicates that you are not selling them as stamps.

Mr. Good: Therefore, you then put your tax on the whole value?

Hon. Mr. Meen: Oh, sure.

Mr. Good: Even the face value of the item itself.

Hon. Mr. Meen: That's how I managed to recover \$1.5 billion.

Mr. Breithaupt: Shocking goings-on.

Hon. Mr. Meen: Mr. Garland's down there. Do you have anything to add to this discussion, Mr. Garland?

Mr. S. Garland (Director, Retail Sales Tax Branch): I think in fairness, Mr. Chairman, that the point that Mr. Good is raising is slightly different. There are some stamps that are being sold with envelopes included. I think this is what you are getting at. When they add the price of the envelopes to the price of the stamps, it rises above the face value of the stamps and this is where we are catching some tax here.

Mr. Breithaupt: Which you would on a first-day cover.

Mr. Garland: Right.

Mr. Breithaupt: In other words, an envelope with probably an inscription on it and the stamp in the corner, but you are not buying just the stamp then, you are buying this item which some people collect as well.

Mr. Garland: I think we have got a bit of a can of worms—I don't know if that will get in Hansard or not.

Mr. Breithaupt: Oh. Hansard has heard worse words than that before.

Mr. Good: You are saying if I buy a thousand envelopes with stamps—

Mr. Garland: Yes, but what I understand has happened is that they will sell them six distinctive stamps with maybe six envelopes, and I don't think the stamps are on the envelopes. Because they have added the envelopes to it, it has pushed the value of the stamps up, and this is what is attracting the tax.

Mr. Breithaupt: Or an imprinted envelope may be used as well.

Mr. Garland: Yes, something of this type and I think it's—

Mr. Young: But you are paying for the envelopes only in this case.

Mr. Garland: Yes, but the fact that the envelopes are taxable is being applied to the whole package. In fairness, we are having a look at this. I don't think it's quite—

Hon. Mr. Meen: Which is why Mr. Good hasn't had an answer back right away, I suppose.

Mr. Garland: Yes, I take the blame for that too.

Mr. Breithaupt: They would mail it to you but they don't want to put a tax on their own stamp.

Mr. Good: Imprinted envelopes with stamps, say 100 eight-cent stamps, would be \$8 for the stamps and say 50 cents for the envelopes. I go into the post office and buy that can of worms, as you say, for \$8.50; there's going to be tax apply on the whole item.

Mr. Garland: No, no.

Hon. Mr. Meen: Just buy them separately.

Mr. Garland: No, no.

Mr. Good: They are imprinted. You can't buy them separately.

An hon. member: That's right.

Mr. Good: So does the tax apply on—

Mr. Garland: No, I think it has turned up in these special stamps tied in with the Olympic stamps. This is what I think has really happened, and this has been brought to our attention. I know the one.

Mr. Good: Well, will you give me a detailed answer on it then so I can—

Mr. Garland: You bet, okay.

Hon. Mr. Meen: Thanks, Mr. Garland.

Vote 902 agreed to.

On vote 903:

Hon. Mr. Meen: Assessment.

Mr. Chairman: Vote 903. Any questions here? Mr. Good.

Mr. Good: First of all, let's deal with the matter of mobile homes. As the minister is aware, Mr. Chairman, I asked a question last spring in that I believed there was a court decision upholding the right to assess mobile homes—and the right for municipalities to tax mobile homes—against the occupant, as well as deriving the tax from the owner of the land on which the mobile home was situated.

Hon. Mr. Meen: Could I ask you, are you talking of the Vannini judgement in Sudbury?

Mr. Good: No, I think it went the other way.

Hon. Mr. Meen: Oh, I see.

Mr. Gillis: It was a decision down east.

Mr. Good: The minister probably remembers revenue derived by the municipality from the owners of mobile homes prior to that was limited to \$20 per month per unit, which is \$240 a year, and the municipality had to forward to the board of education the same proportion as that board would receive through the regular revenues of the municipality; so the only tax that was paid was on the land.

Then some smart assessor got the idea that the assessment Act could be interpreted that he could apply assessment to those as well, and he was held up in court, with the result that some municipalities then were not only getting the monthly permit levy but they were also getting revenue. Now some municipalities have reduced their monthly permit income from \$20 to \$10—in my own riding down to \$5—and now they are receiving assessment and taxation revenue as well. But all in all the revenue is now higher than it was previously when they could only tackle a problem from the two sources, that is the land plus the monthly rent. Now, they have three sources of revenue: the land on which the trailer sits; the monthly licensing fee; as well as an assessment and taxation. I'm just wondering if there's any recent report on whether you're planning to change the Municipal Act, or what's going to be done to correct the situation?

Hon. Mr. Meen: The hon. member will remember he asked me the question: Was it the intention of the government to permit municipalities the luxury of double taxation? And I observed to him that, no, I didn't think that was appropriate that one way or the other the municipalities would be in a position where they could not tax in a double sense—with both the licence fee and a full real estate assessment, including the buildings.

Now, it's a very complicated process, all of this. At one time, as you've outlined, we just taxed the bare land. Then, I am advised that some mobile home owner—presumably he'd taken off the wheels and put blocks underneath and had shrubs planted around and so on, and had really become a part of the real estate in every sense—appealed to the court. He didn't like paying the licence fee the municipality was charging. Maybe it was cheaper to pay a real estate fee than to pay the \$240 per year or \$20 a month licence fee that he was being charged. And he won that appeal, I am advised.

As a consequence of that, I believe, the ministry then started assessing mobile homes

which, in our opinion, had really become affixed to the real estate. That became the law, and we were following that. Then that created the double problems again where people were being assessed and paying for real estate values—higher figures than they'd otherwise been paying on the vacant land—and they were paying the licence fees as well. Hence, the hon. member's question in the House.

At one time we thought we would wipe out the licence fees and licence fee provisions, and I think the Treasurer at some stage or other suggested to some of the municipalities that they repeal their licensing bylaws.

Then there was a judgement by Judge Vannini in Sudbury, which, I suppose, in a sense refined the method whereby we would determine whether a mobile home was still mobile, or whether it had really become affixed to the real estate. And if we determined, according to Judge Vannini's assessment of the problem that is, that the home had become affixed to the real estate, then it would be assessed as a home on a piece of land. But otherwise, it would not. And that's what we're trying to do today.

Now, Mr. Gillis is completely conversant with this, and I would suggest that he elaborate on what I've said. I don't think I've stated anything in error, Mr. Gillis, but if I have, please feel free to correct it.

Mr. Gillis: No, I think you're right.

Essentially, when the province took over assessment in 1970, some municipalities assessed trailers and some didn't. And we left it alone because the municipal policy was where they assessed them, they didn't have a licensing bylaw in effect. In the other instances where they didn't assess them they had a licensing bylaw, and so we left it alone.

However, a few people, feeling that perhaps they could escape what they thought would be the higher one, that is the licence fee, appealed the assessment because they had removed the running gear and they had put the trailers on foundations. Once this started to happen in a number of cases we came to the conclusion and asked the assessors in every instance that it had the necessary degree of permanency according to that court case, to assess them and tax them. The thing has been refined by Judge Vannini, whereby he says the running gear must be removed and it must be on a foundation in order to be a part of the land and properly assessable.

Mr. Good: Yes, but attracting the assessment and tax is no guarantee you are going to be relieved of the licensing fee.

Mr. Gillis: No. But they didn't realize that when they were lodging the appeals. They thought they would get one or the other but they didn't know, and indeed where they were successful in their appeal and an assessment was imposed by the judge, the municipality did indeed drop its licence fee in that instance. So they were led down the garden path by this. Now the situation is that there are clearly a number of trailers, probably some 2,500, that are properly taxable, and there are about 3,000 or 3,500 in the province that are not properly taxable. In that instance I think the intention is that the licence fee only be applied where the trailer is not properly assessable and taxable.

Mr. Good: Could you tell me this; have you done any studies as to the equity of taxation as applied to the mobile home that is attracting municipal taxes in the cases where they didn't have a licensing fee?

Mr. Gillis: Oh yes. If the trailer park was properly assessed to the owner, he charges a fairly substantial monthly rent for the parking spot and if that were capitalized into an opinion of value and properly assessed, it would probably bring something like \$300 a year in taxes per unit.

Mr. Good: This is the point, you see, in my own—

Mr. Gillis: But that is not done yet, because the municipalities put \$10 a lot or whatever on it.

Mr. Good: Some municipalities are quite disturbed by this whole thing. They say they need the licensing fee to break even because the assessment on mobile homes is too low, and, coupled with the general reluctance of municipal councils to accept trailer parks, they feel they wouldn't get a proper deal if the licensing fee were dropped and they had to rely only on assessment.

Hon. Mr. Meen: I have heard that argument advanced, Mr. Chairman, but with all deference to these municipalities which put the argument forward, I suggest to them that they are just expecting too darn much tax from those mobile homes.

Mr. Good: Yes. I have pointed out that in some instances it could be advantageous to have a mobile home park for this reason, where there is a regional government—the

same would apply in a country setup, I suppose—the levy of the area government to the region is on an assessment basis, and if the assessment is low in that mobile home park they are going to be paying a lower level to the regional government, but the grants coming back to that area government municipality—

Hon. Mr. Meen: Are per capita.

Mr. Good: —are on a per capita basis. So they are going to win on that basis and they are going to win on the educational tax under that basis, because their levy to the county board of education is on an assessment basis. If they have low assessment on that particular trailer park they are going to pay a lower rate, but the grants coming back are on a per capita basis and they are going to make money on the deal.

But they still have this horror of a mobile home park within their township or within the area government and they feel they are not paying their way. I have told this to the municipal council in the form of letters when we have had correspondence, there are many apartments—I don't know about here in Toronto but in my own area—small, one-bedroom apartments, that don't yield \$240 worth of revenue to the municipality, plus whatever revenue is paid by the owner of that particular land, and I think that even under the \$20 licensing fee mobile home parks have been paying their share of taxation in the municipalities.

Mr. Gillis: Certainly their assessment has been very low. In some municipalities the licence fee is \$20 a month and assessments are very, very low. There isn't perhaps a municipal tax bill, except for the commercial properties, over \$200 in some municipalities, so clearly there is an inequality there. However, these lands, the trailer parks themselves, owned by the operator, are hopelessly undervalued and they are frozen at those low valuations, many of them at \$30 or \$40 per lot per assessment. In the meantime, they are collecting upwards of \$50 rental a month for that land and if that was capitalized into an opinion of value it would be a substantially higher value and generate substantially more taxes.

Mr. Good: Well, a logical question to ask after that, Mr. Gillis, is: Under your new market value assessment, will you be putting sufficient assessment and fair assessment on trailer parks such that they would attract enough tax that the whole licensing fee could then be dropped?

Mr. Gillis: Yes, we think so.

Mr. Good: Is that your intention?

Mr. Gillis: Yes, that's right. We think that it will be higher than it is now. The value that can be placed against the total trailer park will be based on the rents that are charged by the operator, less his operating expenses. But clearly in a lot of parks, substantial revenues are generated by the owner/operator and the land is worth many times more than what it is assessed for. If it were properly assessed I think the municipality would get a pretty reasonable tax return in comparison to all other properties.

Mr. Good: I think it is most unsatisfactory, in my own area, that they have now applied taxation to the home, and they figured that was too high so they dropped part of the licensing levy, which brings it out to more than it was before—more than the \$20 licence fee if not complete double taxation. This is just an arbitrary decision by the council to decide, "Well, we think we should get so much revenue per unit," and I don't think taxation should be done in that manner. I think there should be a fair, equitable distribution of tax based on some formula—not that assessment is the correct formula either, as far as that is concerned.

Hon. Mr. Meen: That happens to be the one we are following, though.

Mr. Good: It is the one we are going to discuss this afternoon.

Mr. Chairman: Mr. Young.

Mr. Young: Mr. Chairman, back in the early Seventies the then minister, with great fanfare and blowing of trumpets, announced the new assessment techniques that were going to be used in the Province of Ontario at the 100 per cent value. The process was undertaken, and I guess it went on for some time, ran into snags of various kinds—and we've discussed them in the House—because in some measure the former balance of assessment, residential versus commercial, had gotten away out of whack. Residential assessments were perhaps too low, and when they were brought up to the 100 per cent we ran into real trouble.

Then I think a decision was made that before the assessment should be put into effect and the original deadline, as I recall it, was 1974—a decision was made that the 1975 election likely should be gotten out of the way before this bombshell was dropped on the province completely. In the meantime the

value of property took off and headed for the stratosphere so that the assessments made in the early Seventies, I suppose, are anything but valid today, based on 100 per cent value.

I wonder if the minister could bring us up to date and tell us about where this whole plan of 100 per cent assessment—the whole reassessment of the province—stands.

Hon. Mr. Meen: Mr. Chairman, I noted in the comment by the member for Yorkview his reference to a decision to get the election out of the way beforehand. Insofar as I am aware, that did not enter into consideration at all. The fact of the matter is that by the time 1973 was well under way, or certainly working into 1973, it was apparent that the spiral of inflation that had gripped the real estate field had such a rate of increase that we couldn't even finish evaluations and assessments in any particular municipality before it was abundantly clear that some of those assessments done in the earlier part of the year in the same municipality were already out of date. Since it was obviously desirable to have a considerable measure of consistency in all of this, this being the object of the whole exercise, it was necessary to go back and redo a lot of these.

Now, that is, so far as I am aware, the nature of the snag that we hit. Otherwise, things would have gone along quite nicely and by now we would have had all of that work completed and we would have been into the computation of the effect of the imposition of tax at market value on the tax burden.

Mr. Lawlor and others who served on the select committee and I heard submissions back in 1968 of the potential effect of the shift of tax burden from the industrial-commercial sector on the one hand to the residential sector on the other. We also were advised that within any particular class—for example a residential class—there would be a shift of burden from older houses carrying a proportionately lesser level of assessment, with newer houses carrying a higher percentage of assessment. There would be a shift of the tax burden into the older sector of communities within the class of residential accommodation. I would suppose that to a certain extent the same problem would arise in the commercial and industrial quarter.

In any event, it was our desire to analyse all of these figures and determine to what extent that shift was going to occur and then what kind of factors would be applied. We could go either to the assessment, if we stayed with a single mill rate for all classes, or we could split the mill rate and have a 75 per cent factor—to pull a figure out of the

air—apply to residential, and another factor, such as 100 per cent, apply to commercial and industrial.

Those studies will be getting under way. The information we are collecting will be posted to Treasury and Economics and I imagine that the studies will be conducted there, but Mr. Gillis can perhaps clarify this.

We expect to have all our work completed and computerized by the end of this year in the residential end and, unless the projected date has changed, some time around May or June we should complete the industrial and commercial sector. Following that it will be possible to start the full analysis so that by 1976 we should know where we are for application of tax on this basis in the year 1977.

The goal is a commendable one. I think everybody who served on that committee could see the inequities and the injustices that arose through the tremendous variation in assessments that pertained in some 950 municipalities across Ontario. To get one kind of formula applied in an even-handed fashion by a body such as the assessment division is quite a task. I think they are doing an admirable job of bringing it around, even though faced with some of these difficult tasks because of the spiralling land values. I guess it is fair to say land values, at least for the present time, have flattened out—I hope for some substantial time to come.

With those words, Mr. Gillis, would you care to elaborate?

Mr. Gillis: The province is complete on a 1972 base year. On average that represents in the rapidly developing areas about 55 per cent of market value, and in the areas that are more stagnant, probably a high of 90 per cent.

Mr. Young: Could I ask a question right there, Mr. Gillis? This means then that to get your proper market value, you raise that from 55 to 100 per cent for this year's market value?

Mr. Gillis: That's right. But you can't do it by applying one factor, because the differences vary according to the number of kinds of properties within a classification as well as the classes. One-storey houses, for instance, may range from 50 to 60 per cent. So what we are doing is establishing a valuation data file which will put in 55 data elements for every property in the province. It will allow the computer to analyse them and to index them upward within a neighbourhood and by

class of house or whatever the case may be. When that is done we can use the computer and probably get to within six months of actual market conditions at any particular time. Doing it manually we can't get it in under two years, because the massive number of mechanical calculations are such that they are eight or nine or 10 months old before you can finalize them.

Mr. Young: Then computerwise you can keep this updated each year?

Mr. Gillis: Yes, you can, and it will also provide a great source of information for community planners and others. If you wanted to know how many substandard homes there are in a place like Toronto, it would print out the number that were substandard, and it would give you the addresses and the owner of each and every one of them. So it's a valuable file.

Mr. Young: Then market value assessment should go into effect some time in 1976?

Mr. Gillis: The assessment notices will go out the first Tuesday in December, 1976, with the assessment rolls closing whatever the appropriate date is three weeks later.

Mr. Good: In 1976 for taxation in 1977.

Mr. Young: I apologize to the minister for even suggesting that this government would consider elections in connection with any change of policy.

Hon. Mr. Meen: Your apology is accepted, Mr. Young.

Mr. Chairman: Mr. Good.

Mr. Good: Yes, dealing with this same subject, there certainly has been a lot said about the shift from industrial to commercial to residential at the time when most of the municipalities were doing reassessment at market value. I think that in Mississauga, Ajax, Preston and particularly in Elmira and New Hamburg in my own area, there were tremendous shifts.

That was before the province took over assessment, but the problem certainly was highlighted at that time, especially in Mississauga, where there were tremendous—

Hon. Mr. Meen: As I understand it correctly, they didn't apply any compensating factors.

Mr. Good: All right.

Mr. Gillis: Also, the shift in Mississauga was not onto houses; it was onto—

Mr. Good: Vacant land.

Mr. Gillis: Onto land, primarily the large subdivisions that were vacant.

Mr. Good: All right. Let's just read some of the findings of the report that was done by Picken and Mason, a Toronto real estate firm.

As I said, the former assessment in those areas pinpointed the problems which could exist. Now we have market value assessment in actual practice in Bruce county, Grey county and I believe, along the Georgian Bay side of Muskoka region. We now have market value assessment in those areas, done by the province. All right. Now let's see what happened with the province's assessment.

In the town of Bracebridge, homeowners will pay 74 per cent of the town tax bill this year, compared with 65 per cent last year, according to the figures I have. In Mississauga, when they did their own market value assessment, homeowners paid 72 per cent, compared with 62 per cent the year before. So there is very little difference in the increase in the shift.

There was a nine per cent increase in the shift to residential in the Bracebridge area, which assessment was done by the province, and a 10 per cent increase in Mississauga.

As I remember some of my old clippings, when the shifts were taking place in the municipalities in my own area, there was a similar percentage increase in the shift. "20 Per Cent Shift in Taxes" is the heading on one article dealing with the municipalities of Preston, Elmira and New Hamburg. But this has been the problem all down the line. "The Tax Burden is Shifting" is the heading on an editorial which I clipped out, and that was certainly pinpointed and brought to light by the study that was done.

You people have been telling me for three years that you are doing studies and that when this does come out, you are going to have a remedy. But you have got a good portion of the population already on market value assessment, although not Metropolitan Toronto. I am sure if it happened down here without some remedy being applied at the same time the new assessment was applied to taxation, things would get pretty hot for the government.

But when you go up into that area, you know as well as I do you are dealing mainly with recreational property. I don't think you care or anybody cares what kind of tax shift

there is on recreational property, because the general attitude seems to be, "Well, anybody who has a cottage, let him pay as much taxes as can be put on it."

I believe there were 2,500 appeals in Grey and 4,000 in Muskoka—maybe my figures are out there, but that is pretty close, I think.

Mr. Haggerty: You are close, yes.

Mr. Good: When the new market value assessment came out—and this was before people even knew about the implications of the applications of the mill rate to the market value assessment—there was in everybody's mind the feeling that with the new market value assessment there is certainly going to be a shift in taxation away from industry and commercial taxation to residential, and especially to recreational property.

Now, recreational property deserves to have some increase in taxation because in the last few years perhaps nothing has gone up in value as quickly as recreational property or waterfront property in particular. Consequently, if we use the value of the property as a basis of taxation, it is only natural to expect that that type of property is going to bear a considerably heavier tax burden.

But what I want to know is, do you really have a plan that you are going to use to prevent these shifts, and if you have, why aren't you telling the people up in Bracebridge about it now?

Hon. Mr. Meen: We are telling them.

Mr. Good: No, the mayor just said so. Let me read it:

Nothing is done in these places to prevent a tax shift. A letter sent last spring to A. W. Reeve, former director of municipal affairs, finance branch, Ministry of Intergovernmental Affairs, asked for information concerning the expected large shift of taxes in the municipalities. Mr. Reeve's reply was, "I am unaware of any studies at present that would depict accurately the tax shift information you request."

Hon. Mr. Meen: That is from the Ministry of Treasury and Economics.

Mr. Good: All right, but who sets your policy? They do.

Hon. Mr. Meen: Well, should you not argue this in another—

Mr. Good: No, because you are the ones who have to apply it.

Hon. Mr. Meen: Okay, but let's come back to the area of which I am knowledgeable in this particular problem of assessment—

Mr. Good: And, furthermore, you know more about it.

Hon. Mr. Meen: Let's say when Grey county sought to go to market value assessment, they went in and they saw Treasury and Economics and I'll tell you whom they saw. They saw me. And I talked to the warden and the members of the Grey county council and I told them in no uncertain terms that they could expect this kind of shift. There were representatives there from Hanover and from other towns in through there. I pointed out to them that they could have this kind of shift occur.

There was such a gross disparity in the assessments as they existed at that time that they said anything would be better than what they have now. I pointed out to them—and I am told this has been done in every case, Muskoka and all the others who have gone to it; there are over 200 municipalities—you point out to them and you tell them that we haven't completed our studies—

Mr. Good: But that doesn't make it right; just because you point out a discrepancy doesn't make it right.

Hon. Mr. Meen: Well, we warn them ahead of time that there can be this sort of shift. But we are not in a position, neither is Treasury and Economics yet in a position, to tell them what kind of corrective factor should be applied. I don't even know whether there is provision in the statute for the municipalities to have a split mill rate or to have an adjustment in the value.

But they have said, "We want to go to these market value assessments. We want to go to this procedure for market value assessment without even the corrective factors because anything will be better than what we have."

Now, if the shift is, say, eight or 10 per cent into the residential, it certainly bears out what we were told on the select committee in 1968 would likely occur if it happened here in Toronto without any corrective factors being applied. We heard the same thing everywhere we went around this province.

So I think we are all pretty aware of the fact the shift would occur but until the market value assessment has been completed and we can put all these figures into the

computer hopper and determine what kind of corrections can be applied, the Ministry of Treasury and Economics doesn't know what kind of factors should be applied.

I said earlier that when we have this information complete, the information will be made available to Treasury and they will be able to do the analysis and that's probably what Al Reeve was speaking about when Mr. Reeve said he didn't know of any studies. He would probably know when our assessment at market value was complete that the information would be made available so the studies could be conducted. But right now the studies, so far as I am aware, are not being conducted because our own assessment is not entirely complete.

Mr. Gillis: But in the instance of Muskoka and Grey and Bruce, the Ministry of Treasury, Economics and Intergovernmental Affairs were given all the new figures. They calculated what the shifts would be, what the new mill rates would be, what the effects on grants would be, and as a result of those calculations, a letter was inserted with each and every assessment notice. It said that at this assessment, considering last year's spending habits and all the effects, the mill rates would be either nine or 10 or 11, or whatever it worked out to. So that each person getting that assessment notice and looking at it, could come to some pretty reasonable conclusion as to what the effect would be on his taxes.

That worked well in Grey and Bruce. Unfortunately, in Muskoka the educational costs went up quite significantly and also the cost of local government went up by the erection of some considerable new administrative facilities and hockey rinks and various things like that. So their spending habits were very much different, and taxes went up as a result. The taxes went up generally—not everybody to the same extent.

Mr. Good: It is little comfort to a person to read the bulletin and it says if his assessment goes up 17 times and spending is retained at the former level, his taxes shouldn't change; and then he starts figuring out the assessment notice he's received and he sees that the assessment went up 52 times. So he knows where he stands on something like that. Undoubtedly, that is an instance where there was under-assessment previously. I am sure what drove those municipalities to ask for something different was the fact that there had been such an increase in recreational land value and they were not benefitting tax-wise from that.

Now, your statement that the 1972 residential tax base represents 55 per cent of today's market value—

Mr. Gillis: In Muskoka, it was 65 per cent.

Mr. Good: What would be the rate, say, as far as industrial or commercial assessment goes? Would it be comparable?

Mr. Gillis: No. Where it is 65 per cent, the commercial-industrial would be in the area of about 75 per cent.

Mr. Good: Now, wait a minute! Oh, it represents a greater proportion, so there has been less increase in commercial or industrial. So, if you taxed on the 1972 base, that would have some lessening effect on the shift, would it not?

Mr. Gillis: It would have a lessening effect on the developed industrial lands. It wouldn't have for the redeveloped; because most of the difference is in the price of land.

Mr. Good: The land would be high, yes.

Mr. Gillis: Very much so.

Mr. Good: But the buildings would not have increased in value as residential buildings have. Now, I believe the assessment review court, Mr. Chairman, comes under the Attorney General (Mr. Welch). But the guidelines under which it operates are part of this ministry's Assessment Act, so I think we should talk about it to some extent here.

You have made it practically impossible for anybody but a tax lawyer to go before an assessment review court and get other than a polite, "Well, thank you very much for your presentation, but we believe the assessment is fine as established."

The big argument that has been used, or is used—and I am talking now about assessments in the areas where market value has been established—the chairman of the assessment review court comes back and says: "Well, don't you think your place is worth that much?"

Well, naturally, when that assessment represents just 55 per cent of today's value, the person is stymied—and that is not the point. The person feels that his assessment has gone up. The notice of taxation with the assessment notice states that if spending remains the same, the assessment could go up 17 times—in the case of the one township I am referring to. You may still retain the same tax level, but at any increase above that they know they are going to pay more taxes.

A person unfamiliar with the procedure of

the assessment review court just says: "According to this, my taxes are going to go up, and I want to know why."

When it gets down to the actual assessment on that particularly property, all the argument the person is left with is: "What are my neighbours assessed for comparable types of property?" If there isn't a comparable property near you, you are out of luck. Because now you have even confined it down to the immediate vicinity, and if everybody else in the whole area is overassessed, along with you, you haven't got a leg to stand on. You can only make comparisons with those properties close by. The fact that the assessment review court chairman will not allow any discussion on the division of land and building—and we have been through this argument dozens of times before—makes it virtually impossible. Unless there is some clerical error or some miscalculation, my experience has been that we just don't have a chance to even put forth a good argument, because they say, "Well, I accept the price on the land, but you are away too high on the building." They simply say, "We are not interested in one or the other separately," although these figures are there and available from the worksheets of the assessors; they are available right there in the assessment review court. You can get them, but you are not allowed to use them. That is the ridiculous part of it.

You cut off the rights of people, Mr. Minister, when you passed that amendment—well, you weren't the minister then; Mr. McKeough was—which said you can only use the whole property value as assessment.

Hon. Mr. Meen: Surely that is the entire principle of all this—to look at the value of the property. That is where the tax is attracted—to the value of the property.

Mr. Good: In other words, you might as well say, "We will assess everything that a man owns". If a person owns more than one property, you will say, "We will assess all your property together, and we are not going to let you argue each one separately." It is just about the same type of argument. There could well be differences in the assessment on land and the assessment on building, but in my view you have really got this thing down to a place where the average citizen, unless he is going to employ counsel, doesn't have a chance at all to make a decent argument.

Hon. Mr. Meen: You know, the Assessment Act establishes the formula for arriving at the assessment. When you get beyond that, Mr. Chairman, you are dealing with the

Ministry of Justice and the administration of the assessment review court. Whatever they permit as appropriate evidence is up to them.

Mr. Good: They permit only what is allowed under the Assessment Act, and your Assessment Act says—this is the fallacy of the whole thing—your Assessment Act says that all property should be assessed at market value, and market value is what a willing buyer will pay to a willing seller, but that is not what it is being assessed. If they use that argument and say your property is assessed for \$20,000, and you know darned well it is worth \$40,000, but you think, the way everybody else is assessed, that's too high, and you want to appeal that, the chairman of the assessment review court will say; "Don't you think your property is worth \$20,000? That is what the Assessment Act says. What a willing buyer will pay to a willing seller is market value." Certainly you are not going to argue with that. Now, how do you get around that particular problem? Maybe Mr. Gillis has the answer.

Mr. Gillis: The provision that you can only consider the value of similar properties in the vicinity, on a hearing by the court, only applies to the frozen assessments. It does not apply where they have been reassessed, such as in Grey or Bruce county. It would apply in Ottawa, but it wouldn't in Grey or Bruce county—and can't in Grey or Bruce county any more because there the provisions of market value apply; it is at market value and you can bring up any property in the county.

Mr. Good: Okay, that problem is solved.

Mr. Gillis: So that one is solved. But where the assessments are frozen, and everybody is aware that apartments in Toronto are assessed considerably higher than single-family dwellings, and if that provision did not exist, there would be an unscheduled tax shift from apartment houses on to dwellings that may well—without the land being adjusted and all the other things being done properly—may well mean a doubling or a tripling of taxes on homes. The Nepean township situation brought this to light perhaps more than anything else.

So in those instances where the assessments are frozen, where no reassessment has been made, the court can only consider apartment buildings in the vicinity if somebody appeals an apartment. He can't bring in the fact that some house is assessed for some fractional part of it.

Mr. Good: That is in the same class. All right. How would a person successfully argue his case when the review court chairman says, "Don't you think your property is worth that amount?" and you are saying that that amount only represents 55 per cent, because he is going by the Assessment Act, which says that your property is assessed at market value, and it is not.

Mr. Gillis: Yes, but all of the sales bear out that it is 65 per cent, and that those properties are selling at considerably more than they are assessed for in every instance. For instance, there are sale prices of \$22,000 for properties that are assessed at \$15,000, \$16,000 and \$17,000.

Mr. Good: But this is the argument that is being used in the assessment review court. When it comes right down to the crunch, they say, "The market value is what a willing buyer will pay to a willing seller."

Mr. Gillis: Yes, that's right. But even though the Assessment Act says that, it cautions the court to act in a certain way. The assessment review court is set up under a special Act in the Attorney General's department, and they administer it, and any particular member may act differently from some other member in certain cases unless they have a pretty good training programme.

Mr. Good: Yes, but he can say that and follow your Assessment Act very legitimately and very conscientiously, and yet it works to the detriment of the person who is trying to argue his assessment.

Mr. M. Cassidy (Ottawa Centre): Just a few comments. I know Mr. Young and a few others questioned the minister so I don't want to go on at great length about this. But I just want to express the concern which I have expressed before about the kind of situation which the ministry and the government may be getting into with the continued delays in bringing in market value assessment.

We are now waiting until 1976. The minister says that until the time that the figures are in to Treasury, Economics and Intergovernmental Affairs, they will not be able to consider the questions of policy as to the weighting factors that will probably be applied in order to prevent a shift back of the tax burden from commercial-industrial to residential. In 1975 or 1976 one can foresee a tremendous load of appeals coming in to the review mechanism, and I can foresee that many of those appeals, in fact, will be probably because people don't understand the

new system and not necessarily because if they understood it they would disagree with it.

I just wonder to the minister whether the government wouldn't have been wiser, if you found that it was just simply physically impossible to bring in your market value assessment in the original year, or if you found that it was politically unwise to do so in advance of the 1975 election—and that I think is a factor—why the government didn't consider then bringing it in those areas, let's say where the inflationary factors have been the least bouncy. Why didn't you bring it in where there has been relative stability, in order to try out the new system, and in order to get some experience with appeals and see how the relativities worked? Then Treasury and Economics could have been asked to apply weighting factors in those situations as they came on, with the goal of perhaps reviewing your assessments across the province on a rolling basis so that in future every area of the province would be in effect reassessed, let's say, every five or seven years.

It seems to me that you are going to have to do something like that. Every six or seven years you are going to have to look at your assessments and update them, otherwise you won't have comparability across the province, given the different rates of inflation or of value accretion in different parts of the province. Perhaps the minister could reply to that.

Hon. Mr. Meen: It is not just every six or seven years, Mr. Chairman, it is really an ongoing process once we get this thing on stream. It will really be a constant, current updating of all the assessments.

On the other question as to whether Treasury and Economics might perhaps apply some form of weighting factors in the areas that are at market value, I can't answer that. I don't know why they have not done this. As I indicated earlier, those of us involved in this have all been aware that this kind of shift could well occur.

Mr. Cassidy: Is inevitable, in fact—

Hon. Mr. Meen: I would have thought that it would be.

Mr. Cassidy:—given the more recent valuation of commercial-industrial properties.

Hon. Mr. Meen: It hasn't come as any surprise to me. I forecast it in Grey and it doesn't come as any surprise. I would expect this shift of burden has occurred in other areas of this province, too. I would suppose from Treasury and Economics' current information they might be able to determine whether some

kind of adjustment could be made, but I can't answer for that. I think that question could properly be put to the Treasurer.

Mr. Cassidy: Okay. I think there are difficult questions which lie ahead of the government if any policy maker is on this, because the system is such a God-awful mess right now, and because of the disparities in valuation that exist between properties of comparable market value, or of comparable value at any standard you want to apply. But I think the discussion and the dialogue about those questions should start now.

The mistake the government is making is that it is keeping it all under wraps. This ministry and Treasury and Economics are both going to be involved, both in the administration and to some extent in the policy making in deciding what to do. It is an area of taxation which raises hackles and which fires people up in a way that income tax and even sales tax do not move them nearly so strongly. People feel very strongly about property tax and hate to see it. If their property tax goes up by 10 per cent over two or three years, then regardless of the fact that their own personal income may have gone up by 30 or 40 per cent, there is still very strong resentment, as I am sure the minister is aware.

Hon. Mr. Meen: If it has gone up by only that amount, the resentment is not terribly tenable. It cost 10 per cent more perhaps over a two- or three-year span to administer services on a municipality. It would surprise me if we had a continued spiral of inflation with wage rates going up, say, 30 or 40 per cent—

Mr. Cassidy: The question is worth raising though.

Hon. Mr. Meen:—and the cost of living going up by maybe that same level, or somewhat less if the taxes would not go up.

Mr. Cassidy: The question worth raising is whether that is the way and the place in which you would wish to apply taxation because it is such an inequitable tax.

Hon. Mr. Meen: That is another factor as to whether you are going to remove the tax burden from the property tax payer by a greater percentage. Again that is not really the issue here when we are talking about assessment.

Mr. Cassidy: All the same, I think those questions ought to be raised in discussing the future assessment policy. I know that this ministry enters into it to some extent

because they have the experience on the ground and, therefore, must be listened to, I would hope, by the Treasury with its policy-making functions.

Let me give a particular example of inequities. People who choose to live or people who are forced to live in apartments may have very high incomes or, on the other hand, may have quite low incomes. Under a market value system, relatively speaking, one can predict that it may be that apartment accommodation is going to move from being relatively overvalued to being relatively undervalued, compared to private residential property. You may have a lot of two-income families without children earning in the region of \$15,000 to \$30,000 a year living in apartments and avoiding a heavy burden of property tax in their rent, compared to many one-income families which have been able or have sought to have low-rise residential, owner-occupied properties but which would be highly valued in the market and for which they will therefore be paying very high taxes. This is a problem of equity, not just between residential and industrial-commercial but also as between different kinds of—

Hon. Mr. Meen: That is correct. That is within a particular class. I mentioned earlier that we recognize there could be a shift upward in some of the older parts of the city that are presently, let's say, single-family detached dwellings and are presently assessed very low and are paying very modest taxes and yet their market value is substantial, perhaps in some measure because of the small amount of tax they pay. On the other side, as the member for Ottawa Centre has mentioned, Mr. Chairman, there is the matter of apartment houses which, I think we agree, have in a general way at any rate tended to be more highly assessed in terms of percentage than single-family detached dwellings in the same area.

* We are going to try to bring some kind of equity into all of this without having, as the member for Ottawa Centre suggests, a swing in the other direction. We would like to stop the pendulum at the right spot and not swing it to the point where there is underassessed property, compared with the equitable level of assessment.

Mr. Cassidy: The reason that you get into this problem, of course, is because you are providing so many services for people out of the property tax and not just services to property. It is possible to find a fairly equitable kind of means of providing services to

property, based on the property tax. If you have a 60 ft frontage and you are out in the boonies, you require certain services to that particular property and it is probably fair that you pay a fair proportion of those.

Hon. Mr. Meen: That argument carried to its conclusion is that you tax only for services rendered and you don't tax for education. Because that is a people service, you pay for that somewhere else. We are reluctant to go to this level.

Mr. Cassidy: Everybody knows that the government is reluctant, but that doesn't necessarily mean that everybody agrees with it.

Hon. Mr. Meen: We don't want to remove the responsibility of the municipally elected politicians for educational services. We can argue ad nauseam on that one.

Mr. Cassidy: Okay, let's not get into that in any great measure. Nevertheless, you are going to get some tremendous anomalies between the tax burden to be borne by the occupant of the \$40,000 three-bedroom condominium apartment, and the tax to be borne by somebody down the road occupying a three-bedroom rental apartment, which is essentially the same except maybe a bit less in terms of finish and standard of upkeep, but for which the market value is in the order of \$20,000 because of the rents that can be achieved.

Mr. Gillis: I think the member is right to this extent: That when you buy condominiums you are retailing the product, and when you are renting them you are wholesaling them. And there is a slight difference in cost.

Mr. Cassidy: Oh I see. It is a rather artificial distinction.

Mr. Gillis: I don't think there is a 40-20 differential; but certainly it is reasonable to say there is a 40-32.

Mr. Cassidy: No, I think it is more than that—given for an example the apartments that could be condominiumized in the minister's own riding, where rentals are in the range of \$200 and \$250. When the process of turning them into condominiums takes place, the price may well be up in the \$40,000 range.

I want to raise something else with the minister which relates to the section of this vote; the carrying out of an annual enumeration. I am not sure whether this has been raised here; as the minister recalls, it was

raised in the House the other day. This process extends over two or three different departments of government. I have to say that having worked with the municipal list now—in the rather ill-fated experiment of the electoral officer to use municipal enumeration for these provincial by-elections—I have found them exceptionally difficult to work with. That's going to be the case too for the municipal politicians and campaigners who have to work with those lists at the time of the municipal elections.

It was compounded in the Carleton East by-election by the fact that the returning officer, for reasons unknown to anybody but his Maker, decided to put all of the people in each poll on an alphabetical basis. So where there were 10 streets in a poll, and as many as 1,000 or 1,200 electors—

Mr. Young: That's the Social Credit method in British Columbia.

Mr. Cassidy: Yes. And the 1,000 people in the poll, they were all listed very neatly in alphabetical form. But if you were going up Brown St., or Smith St. or something like that—

Mr. Young: Social Credit always did that in BC.

Hon. Mr. Meen: Don't blame us; we didn't do that.

Mr. Breithaupt: That is astounding. I couldn't think of anything more inefficient.

Mr. Cassidy: I was about to blame the minister actually, but I learned later that it was the returning officer who was to blame. However, the lists in Cornwall were also exceptionally difficult to work with.

Hon. Mr. Meen: The enumeration was damned good though, wasn't it?

Mr. Gillis: The count was good; it may be that they weren't familiar with this type of listing.

Mr. Cassidy: I am willing to grant that it may be teething troubles. I am still willing to suspend judgement as to whether this enumeration should be carried out by the ministry's staff or whether it shouldn't be decentralized back into the local area.

Perhaps what I could suggest is this. It seems to me that if you are going to expend the effort to get someone to physically go to every door in the province, which is what you do in the enumeration, then you have gone 90 per cent of the way to preparing an

annual provincial electoral roll. In fact it should be treated as such, and the extra 10 per cent of expenditure that would be required to make a really good list ought to be spent, and legislation ought to be passed in order that we have what amounts to a permanent electoral list for the Province of Ontario.

Hon. Mr. Meen: That's really what we are working toward in this, Mr. Chairman. Our computerized system is getting refined every year. This is the third time we have done it now, and it certainly is a lot better than last year. And last year was an awful lot better than 1972. In effect we are building up what amounts to a permanent electoral roll with just an updating occurring in the months of September each year. So I think we are working toward that in a much better way than most other municipalities.

Mr. Haggerty: Why go to all that bother though?

Mr. Cassidy: Okay. If you are going to do that, with computerized administration and so on, it seems to me that you should also make allowance for the very substantial turnover that you get, particularly in urban districts. In part of my riding and I am sure in parts of the downtown Toronto area, this turnover can be 20 to 30 per cent per year—or two to three per cent per month.

There should be a means by which landlords in areas of rapid turnover are alerted so that every time they sign a lease with a new tenant a card goes into the local assessment people, in order that that person is automatically put into the computer register.

Hon. Mr. Meen: But you know it isn't quite that simple. We have got to know for municipal purposes what his occupation is; we have to know whether it is separate or public school support—

Mr. Cassidy: Sure, yes.

Hon. Mr. Meen: —and a number of other things as well, and you just don't get that kind of information from a landlord when he signs a lease with a tenant.

Mr. Cassidy: It is simple enough, though, that you leave a card at somebody's door if they don't happen to be there, and they seem to be able to fill out the things that you require them to fill out.

Mr. Gillis: They don't respond to this very well.

Mr. Cassidy: The response isn't very great, but when they do respond they're intelligent enough to fill them out properly.

Mr. Haggerty: What is the cost involved in enumeration in the province?

Mr. Gillis: About \$4 million.

Hon. Mr. Meen: For the enumeration.

Mr. Cassidy: Between municipal elections and the assessment purposes, the ministry seems to judge that it is worth spending that \$4 million a year.

Mr. Gillis: We have to do it for election purposes in order to divide the tax money between the two school boards. We have no option and if, indeed, we had an option, we would not be in it at all.

Mr. Haggerty: Isn't there an easier way to do that, though? Many times the enumerators go around asking questions, some of them are perhaps personal and many persons do not want to give out that information. I know of many cases where the enumerator has gone back two or three times. When it comes to voting, why don't we take the example that is set in the United States or Australia: If people are interested in going to the polls let them register. Did you ever think if you're running for—

Mr. Cassidy: That might be a democratic approach to the Liberal Party of Ontario, but we can't buy that. That's crazy.

Mr. Haggerty: That's not crazy, it works very successfully in the States.

Mr. Cassidy: Where a third of the people are disenfranchised every year because they simply don't get out to vote.

Mr. Haggerty: Yes, but look at those who don't go to the polls anyway, regardless of—

Mr. Cassidy: They are the people who stand most in need of government services.

Mr. Gillis: The real problem with that is that we have to account for all the school support. It has either to be public or separate. If a third of the people do not respond to registration, then we have the extra difficulty of trying to find the third that didn't respond, and all you do is make the ones who did respond damn mad at you.

Mr. Haggerty: This is right, but even then, I can recall sitting on the school boards in the past and there used to be a certain form

that each one had to sign at one time stating if you were a public or separate school supporter. If you wanted to give up your support to the public school system and went over to the separate school system, you had to sign that form.

Mr. Young: Of course, after that you have the registration drive for the parties, which adds immeasurably to the cost.

Mr. Haggerty: If you sit back and look what it costs for the enumerating for municipal elections, federal elections and provincial elections, I think it is time that we take a new broad approach to it and say if you're interested in voting, you'll register for that vote.

Hon. Mr. Meen: Yes, but that, Mr. Chairman, is only a small part of the process of enumeration, the updating of our assessment records. I have a list here of nine items we pick up—name, sex, citizenship, occupancy status—owner or tenant, spouse of owner or tenant—children and other residents, religion—whether they are Roman Catholic or not Roman Catholic—school support, public or separate, year of birth, month of birth, residency code, whether they live in this unit, or whether they live elsewhere in the municipality, or whether they live in another municipality and so on; nine different items.

Mr. Haggerty: What does the assessor do when he's assessing the property every year?

Hon. Mr. Meen: He is assessing it for value.

Mr. Haggerty: Well, can't he get some of that information there too? You used to at one time and it was not much of a bother.

Hon. Mr. Meen: We do the enumeration at a particular time of year and we catch everybody at a particular time. If we simply took this on the assessment practice—it's going on 12 months of the year—we would have Mr. Smith living here at one time and six months later we would get around and catch up with Mr. Smith who's now living elsewhere, and we have him enumerated twice.

Mr. Haggerty: You have that now in some cases. They are voting about six or seven times—

Hon. Mr. Meen: You don't get it when you narrow down the time slot within which you do your enumeration. You avoid that kind of thing. You catch Mr. Smith only where he was during September.

Mr. Haggerty: I think though, particularly for voting purposes only—

Hon. Mr. Meen: Yes, but that is only a small part of it.

Mr. Haggerty: —they should register to vote. If I had anything to do with it this is the approach I would take.

Hon. Mr. Meen: Well, I think for once I find myself on the side of NDP.

Mr. Haggerty: Well, you're almost brothers and sisters there right now in your philosophies.

Mr. Cassidy: This kind of fraternization is unusual.

Mr. Haggerty: You want control of everything.

Hon. Mr. Meen: I've got to watch myself.

Mr. Cassidy: At any rate, Mr. Chairman, it seemed to me the minister responded and was aware of the problems of campaigning with lists. I would ask the minister's officials to bear in mind, among other things, that it isn't just 117 provincial politicians who have to work somehow with those lists, it isn't even the several thousand municipal politicians, it's also 10 or 20 times that number of campaign workers who go out on a rainy night like tonight in November when they've got to work with the darned list. They're going door to door. They can't see the darned thing. They can't mark it very well because their ball-point pen gets smudged and so on—

Hon. Mr. Meen: I think it's incredible that they set it up that way.

Mr. Cassidy: Yes.

Mr. Gillis: Well, we supply the list to each municipality whichever way it wants it. Now, most municipalities want it geographically by street number and what have you. A few of them still want it alphabetically. We provide it on plain white paper or on Multilith masters. But one of the real difficulties that we have is that the Municipal Elections Act provides that the ward boundaries in a municipality cannot straddle provincial ridings. They must conform to provincial ridings; they can't straddle them.

Mr. Cassidy: No.

Mr. Breithaupt: In Metro Toronto is that the case?

Mr. Gillis: Yes.

Mr. Breithaupt: I thought the ridings would go up one street and down the other.

Mr. Cassidy: The ridings in Toronto are grotesque in relation to the municipal ward boundaries.

Mr. Gillis: Oh, yes, they don't conform, but a ward can't straddle a boundary.

Mr. Breithaupt: You mean to say that a ward cannot be in two separate provincial ridings?

Mr. Gillis: That's correct, yes.

Mr. Breithaupt: So that all the ridings in the city of Toronto are within an outside common boundary, as it were.

Mr. Gillis: That is correct, and that is the provincial riding.

Mr. Cassidy: That's not true. I'm sorry.

Mr. Gillis: Well, no, it isn't true, because municipalities don't pay any attention to that law; they have been straddling and changing polls and polling subdivisions up until the time that we're preparing the lists. They supply us with the range cards, and they put all the people in the polling subdivisions; often they don't really know the polling subdivisions themselves, and their range cards are wrong.

Mr. Cassidy: Who is it that draws the map of the municipal polls? Is that drawn up by the province or by the municipality?

Mr. Gillis: By the municipality.

Mr. Cassidy: I see.

Mr. Breithaupt: The municipal clerk.

Mr. Cassidy: I think some consultation on that might be in order. Again, in Carleton East there were polls which had as many as 1,100 or 1,200 electors. Now, that's pretty big. That's simply beyond any kind—300 or 400 is about the maximum you can deal with in a polling station.

Mr. Breithaupt: Well, the whole idea of an alphabetic list is unacceptable, too.

Mr. Cassidy: That was not this minister's idea, I gather. That was the idea of the returning officer in the area. But it seems to me that the minister should bear in mind that particular question.

The other question that I want to raise, because it's almost closing time, is again a matter which came up as a result of an OMB

decision related to the township of Gloucester in March in the Ottawa region; that's why I'm familiar with it. I'm not trying to inject the by-election into this in a partisan way. But the minister might be able to comment on the appeal that's now before cabinet on the allocation of school support where there is grant-in-lieu assessment. I'm not sure whether this enters under this ministry, but God knows where you do get to it.

The issue there was that Gloucester township had been taking its grant-in-lieu assessment and applying that assessment against its municipal taxes; then when it came to allocating the portion of school support within the Carleton county public board of education to be paid for by Gloucester township, they only counted their public school rate-payers and took no account of any proportion of that federal or provincial grant-in-lieu assessment.

I'm sure the minister is very clear on what I'm talking about. Do you know the problem? And, if so, can you give us some edification on what the cabinet's going to do about it?

Hon. Mr. Meen: I know of the problem, but I'm not in a position to give you any edification.

Mr. Cassidy: Is the ministry looking into this?

Hon. Mr. Meen: No, I'm not looking into it. It's not in my responsibility. The Ministry of Education is involved, as well as the Attorney General, since these appeals to cabinet come through the Attorney General.

Mr. Cassidy: Would it be possible to consider that the ministry make an arbitrary allocation into public and separate support of the federal and provincial grant in lieu of support, along the proportions that prevail on the residential side?

Hon. Mr. Meen: Well, I'm not prepared to offer a comment, Mr. Chairman.

Mr. Cassidy: Is it feasible? Is there any problem about computing an amount that would be equal to the grant-in-lieu assessment if they were paying taxes?

Mr. Chairman: Mr. Good, I guess, had something to say. Do you wish to continue later?

Mr. Good: Yes, I'd like to continue on this same vote after 8 o'clock.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Monday, November 4, 1974

Opening statements	S-2195
Administration programme	S-2196
Administration of taxes programme	S-2198
Municipal assessment programme	S-2216
Recess	S-2230



S-77



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF REVENUE

Standing Miscellaneous Estimates Committee

Chairman: Mr. W. J. Nuttall

OFFICIAL REPORT — DAILY EDITION
Fourth Session of the Twenty-Ninth Legislature

Monday, November 4, 1974

Evening Session

Speaker: Honourable Russell Daniel Rowe
Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 4, 1974

The committee resumed at 8:05 o'clock, p.m.

ESTIMATES, MINISTRY OF REVENUE (concluded)

On vote 903:

Mr. Chairman: We are all set to go, Mr. Good.

Mr. E. R. Good (Waterloo North): Mr. Smith and Mr. Riddell have a couple of short matters they want to talk about, so let them go ahead.

Mr. Chairman: Okay.

Mr. R. S. Smith (Nipissing): I have one matter I would like to bring up, and that is in regard to the area in northern Ontario around Lake Timagami. You find as you go down the lake the townships on the east side of the lake are assessed and those on the left side are not assessed for school purposes, although they may be assessed by you people for land tax purposes.

In Phyllis and Joan townships particularly, there has been a reassessment done there and the basis on which they are paying land tax as well as school tax is on that reassessment. That has been done on three occasions, I believe, over the past four or five years.

One person's property has increased in assessment from somewhere around \$30,000 to somewhere around \$150,000. The market value therefore, I presume from that, is supposedly \$150,000. This same person has had his property listed with a real estate broker for sale for a number of years at between \$60,000 and \$70,000 and has not been able to find a purchaser. He appealed his assessment to the assessment review board that you people appoint and his appeal was upheld and granted. The district assessor didn't feel that he was getting his full quart of blood so he decided that he would appeal that decision to the district judge. He then appealed that to the district judge, who found on a technicality that the assessment review board had made an error, not in fact in the ques-

tion of the assessment of the land, but in the fact that the application had been made wrongly.

So now this person has had to pay taxes in the area of \$1,700 a year for a period of three to four years rather than about \$400 or \$450. So you can see that he has been put in a very terrible position because of the inhumane attitude taken by the head of the assessment office in that area. Obviously the review committee or review board which you people appoint—

Hon. A. K. Meen (Minister of Revenue): Hold it though, I don't think we do appoint them. What are you talking about? You are talking about the assessment review court aren't you?

Mr. R. S. Smith: Yes.

Hon. Mr. Meen: It is under the Attorney General (Mr. Welch).

Mr. R. S. Smith: Okay, I'm not talking about them, they did the right thing; they granted the fellow the difference in his assessment. But your person was not satisfied with that and on a technicality took it to the district court judge, which he certainly has the right to do and I don't question his right to do that. I do question his right when you look at the whole matter, and the facts of the matter are that the area, which sends no students whatsoever, because they couldn't possibly get out of there to the schools, pays the school tax and those people in that area are prepared to pay that school tax. They live there two or three months of the year and they are prepared to pay the school tax because they know this is it. But what they do object to are assessments that are four times market value and paying school tax based on those assessments.

Even though the appeal may have been wrongly made, the appeal tribunal, which as you say is appointed by the Attorney General, upheld their appeal but your assessment commissioner in the area appealed that to the district court judge, who, because of the law as stated, had to throw out the decision of the appeal tribunal.

Hon. Mr. Meen: Mr. Gillis, are you aware of this case?

Mr. P. G. Gillis (Executive Director, Assessment Division): No, I don't know a thing about it.

Hon. Mr. Meen: Can you give us the particulars on it?

Mr. R. S. Smith: Certainly I can. I can give you all the particulars right through. What I'm saying to you is that even though the man may have been legally wrong in the way he made his appeal, and even though the assessment commissioner may have been wrong in his decision based on the legalities of the matter, he was correct in so far as the market value assessment is concerned. Really that's what we should be talking about.

Hon. Mr. Meen: We are trying to get an equity in this. If an injustice has been done, I think it should be remedied.

Mr. R. S. Smith: There is no equity if there is injustice, and the people in that township, most of them, are far and away over-assessed. This one in particular, who has been trying to sell his property for \$60,000 to \$70,000, is paying taxes on a market value of \$150,000. He happens to be in a township in that area that has to pay the school tax; if he were in the next township, a few hundred yards over, he wouldn't have to pay the school tax. His competition in the tourist business doesn't have to pay the school tax because he is in another township.

You have that discrepancy to start with, but adding to that, you have the almost inhumane attitude of the commissioner who has insisted that he is going to get what he considers that full market value—which everybody else knows is wrong. I feel in that specific instance, because of that decision, the people in that whole township are being discriminated against. And I would like, if I provide the minister with the necessary names and whatnot, that the matter be looked into because I feel that this person is being put in the position where he is paying \$1,200 or \$1,300 a year more in taxes than he actually should be.

Hon. Mr. Meen: How long ago did you hear of this?

Mr. R. S. Smith: When did I hear about it? I have been involved in the appeal; it's been going on for three years.

Hon. Mr. Meen: I hadn't heard anything about this, and I was asking Mr. Gillis and he says he hasn't either.

Mr. R. S. Smith: But I have been involved with the local office, off and on, for the past 2½ years, and with the review court. I have spoken with the people in the Attorney General's department as well. This is the first time that I have brought it to your attention.

I'm not saying that it is your fault, or the fault of your officials here. Obviously it is the officials in the local office who are not putting a human touch to the Assessment Act, as I think it should be applied..

Hon. Mr. Meen: I quite agree with you. I would like to see the human touch wherever possible. Mind you, they have got a set of rules to follow. I would like to get all the particulars. Certainly we will get our staff to—

Mr. R. S. Smith: Yes, they have rules to follow, but—

Mr. Gillis: We only have until Dec. 17 to review it, so it is important that we have the information right away. We have to start the review right away, because for 1975 taxes, for instance, we have to have the review done by Dec. 17.

Mr. R. S. Smith: Yes, I understand that this is the basis on which the first one was thrown out by the district court. The time, the fact that we went after—

Mr. Gillis: He didn't appeal in time.

Mr. R. S. Smith: But the review court heard it even though it was late, and did make a decision on it. Your offices then appealed that to the district court judge.

Hon. Mr. Meen: On the technical basis that it was filed after the due date.

Mr. R. S. Smith: Which becomes a legal technicality.

Hon. Mr. Meen: Sure. I don't like it any better than you.

Mr. R. S. Smith: But I'll provide your people, or yourself, with the information.

Hon. Mr. Meen: If a line has to be drawn, it has to be drawn somewhere.

Mr. R. S. Smith: I realize that, but then there is the administrative decision as to whether you take it to the local court or not, and there's where the discretionary power is.

Hon. Mr. Meen: How quickly can you get us all the material? Do you have most of it?

Mr. R. S. Smith: Oh, I have most of the material downstairs. I can get it to you in a day.

Mr. Chairman: Mr. Riddell.

Mr. J. Riddell (Huron): Thank you, Mr. Chairman. Mr. Minister, I have a number of disgruntled assessors in my riding, but I think there are a number of disgruntled assessors in ridings other than mine.

Hon. Mr. Meen: What are they put out about? About their representation here at Queen's Park, or—

Mr. J. R. Breithaupt (iKitchener): They are very grunted about that.

Mr. Riddell: No, no, they are quite satisfied with that. But apparently when the assessors were transferred from municipal employment to government employment, a number of promises were made, one of which was that their years of service, prior to this taking place, would be honoured. And second, that their pension plan and other benefits would be taken into consideration.

I did write to Mr. Gillis about this matter. He was very kind to send me a letter back indicating that when the assessors were transferred from municipal employment to government employment, the then minister, the hon. Mr. McKeough, made the following promises on behalf of the government:

1. No one would suffer a reduced salary.
2. All vacation and sick leave benefits, accumulated and unused by an employee, would be transferred to the government in their entirety.
3. Vacation allowances; where length of employment meant four weeks' holidays instead of three, the years of municipal service would be counted and extended vacations given.
4. All pensions benefits were transferable to the province, but where the existing municipal pension plan or lack of it meant that the contributions did not meet the six per cent required for the government pension plan, each employee could opt out to pay the difference and, therefore, be treated in exactly the same way as all existing government employees, or as if they had always been government of Ontario employees.

Now he goes on—

Hon. Mr. Meen: Is that a quote from the minister's letter?

Mr. Riddell: Yes, I quoted that from Mr. Gillis' letter.

I sent a copy of that letter to the assessor who has been speaking to me and he has been acting as kind of spokesman for a number of the assessors in the riding. I would just like to quote from his letter:

I have had your letter of Sept. 26 under review for some time, but I have been waiting for a reply from the employees' benefits branch which to date I have not received.

Apparently he wrote to the employees' benefits branch pertaining to his years of military service as well as to his years of assessing for the municipality.

I am sending them a follow-up to see what has been the delay as most fellow assessors have had a reply for at least two weeks.

With regard to Mr. Gillis' letter I wish to comment on the following:

1. As far as I am aware, items 1 and 2 have been honoured [I read those two items over to you.]

Items 3 or 4, if they mean what is implied, there is room for improvement. [And items 3 and 4 dealt with vacation allowances and pension benefits. And the second point he makes here:]

I respect Mr. Gillis very much, but it is possible there are cases he is not aware of. I asked Mr. W. J. Ritchie, then with Municipal Affairs in 1970 in Windsor, at the Institute of Municipal Assessors convention, if my services with two municipalities, other than the county would be counted. He gave me a "no" answer. Some time in 1972 seven or eight of us from the Goderich office made a joint inquiry and again the answer was no.

At present there are still at least six assessors whose services with municipalities other than the county or province, have not been recognized. [The third point he makes here:] No option was offered to make a contribution toward any pension plan.

Then he sent me a subsequent letter.

Enclosing a copy of a letter received from the employee benefits branch on Oct. 22 last as per stamp marks indicate. It is obviously not the reply to a follow-up letter posted to the same address on Oct. 15.

As you will note no mention is made with respect to service with municipalities, and the times in question for this particular assessor are in the township of Colborne from January of 1957 to February of 1962, and in the town of Seaforth from March, 1962 to Dec. 31, 1968. Statutes where these dates required amendments to be made between Jan. 1 and Dec. 31 of each year and the Municipal Act required municipalities to employ staff accordingly.

I would appreciate knowing if this has been an oversight in my instance—there are five other similar instances in Goderich office—or an intentional deviation in policy.

What is the situation? Here are apparently assessors whose years of service are not being honoured.

Hon. Mr. Meen: I have no idea, Mr. Chairman, but perhaps Mr. Gillis could check on this.

Mr. Gillis: I have no idea either. If you would give me their names I would be happy to check into the situation. I know this, that anybody who was a permanent employee of the municipality—take the Metro Toronto people who we took over. They were employees of the city of Toronto; they were then taken over when the Metro government was formed and moved to the Metro level, and then taken over by the province ultimately. They have all been given their 25-year pins and their pension benefits and everything has been paid up.

There are some people who are not employees of the municipality—each municipality, through its clerk, had to make a declaration as to the number of employees it had. Rather, they had a contract with the municipality to do assessment work on a part-time basis, they were electricians or farmers or something else and they got paid contract prices for that. The clerk declared they were not employees of the municipality and in that instance only their time as permanent employees with the county or some other municipality could be counted.

However, there has been a recent amendment to the Public Service Superannuation Act which entitles anybody within a year, if you've been a minister or in the armed forces or an employee of a municipality or what have you, to buy back all the time you spent in there as pensionable time. So they've got lots of options open to them.

Mr. R. Haggerty (Welland South): Surely if they were appointed by bylaw, which they would have to be—

Mr. Gillis: No, there are bylaws which provide for contracts, too. So if you would provide me with their names I'd be more than happy to check into it and find out. Certainly if they are entitled, as his letter would seem to portray, there is no question about honouring it. We've honoured it for everybody else and there's no reason we shouldn't for them.

Mr. Riddell: I will do that then. Fine, thank you very much.

Mr. Chairman: Mr. Good.

Mr. Good: I have a couple of items here. First of all I'd like some interpretation on the method being used regarding the assessment of farm property. The Globe and Mail did an article which I think brings a couple of the problems to the fore. This deals with methods being used by assessors in interpreting section 27 dealing with the assessment of farm property as it relates to farms being farmed by residents of the particular land; farms being farmed by someone who is renting that land; and farms being farmed by somebody who is not living on that particular property.

Hon. Mr. Meen: Administering stock-brokers.

Mr. Good: The variation is quite significant.

The assessment on the land is \$80 an acre in the instance where the owner lives on the farm and farms his own farm. Next door the land is farmed by the same person, but it is owned by another person who does not live there and the assessment on that land is \$400 an acre, an increase of about five times the other assessment.

The assessor says that section 27 of the Act requires that land generally be assessed at market value and it defines the amount as what a willing buyer will pay to a willing seller. However, in deciding the market value of farm lands used only for farming purpose by the owner or tenant and the farm buildings on the land used only for farming purpose, consideration shall be given to the market value of such lands and buildings for farming purposes only.

The provincial assessor in Grey county interprets the restrictions as applying only to farms resided on by the owner or tenant on a year-round basis. Evidently, later on in the article, when Mr. Gillis was contacted, he—the way I read this, if this is correct—did have some doubts as to the interpretation

of that section of the Act, whether it was being properly applied in this particular instance, or if the assessor was using as the basis of his difference in assessment not whether the land was being farmed for farming purposes, but whether it was owner-occupied or not.

Now surely this is of a serious enough nature that there must be a proper interpretation. I have my copy of the Act here and I can't read into it the interpretation that the assessor gives. I wonder if Mr. Gillis would like to comment on this or the minister, Mr. Chairman.

Hon. Mr. Meen: I have no idea what that would be all about either, Mr. Chairman, but I'd ask Mr. Gillis if he'd care to offer some observations.

Mr. Gillis: I remember the article in the Globe and Mail and I remember being questioned by the reporter who went up and was attending all of the judge's cases there.

I don't think the report is quite correct. All of the lands that were rented to farmers—whether they happened to be resident in the municipality or not—which were being farmed on any kind of a continuing basis were treated as farm lands. In a few instances there was a partial use and in every one of those instances the judge corrected 27 acres to a farm use and the rest of the 100 acres to recreational use if it wasn't suitable for farming purposes—it had a grove of trees or whatever on it. One of the principal appellants in that group was Judge Garth Moore. The judge threw Judge Garth Moore's appeal out on the same basis as everybody else. The chairman of IBM was one of the group and a number of people like that, and they really and truly weren't farmers in any way, shape or form. But the reporter, I think, had a friend who was among them as well and he was sort of carrying on.

Mr. Good: Right, but that is getting into the deal of whether or not a person can afford to pay that assessment. But in the final analysis aren't we dealing basically with how land must be assessed?

Mr. Gillis: That's right.

Mr. Good: In the case of farm land it's assessed for its use, not as to frontage.

Mr. Gillis: That's right. And there never was a question of residency in the municipality. As long as there was someone on it who was growing hay or herding cattle, or it

was used for a farming purpose, it was assessed as farm land. There were a few debatable areas where a portion of the farm was used. The 50 to 60 acres had chalets on them and bush land. The assessors didn't realize that the back part of it was being rented for a farming purpose and the judge corrected this.

Mr. Good: Then what you are saying is the heading of the item in the paper—

Hon. Mr. Meen: The report in the paper is grossly inadequate.

Mr. Good: The article in the paper says the assessor decides when a farm is not a farm. Are you saying the whole intent of the article is misleading and is not correct?

Mr. Gillis: That's right. As long as the farm is used for farming purposes, it doesn't make any difference by whom, where he lives or anything else. But the assessor does make the determination—there's no question about that.

Hon. Mr. Meen: Somebody has to make it.

Mr. Good: All right. Sure the assessor makes the determination—

Hon. Mr. Meen: It's subject to appeal.

Mr. Gillis: But residency doesn't make any difference. It is whether or not it is used for farming. There are all kinds of farms that nobody lives on at all, but which are in farming.

Mr. Good: There are all kinds of farms which are not assessed as farms, then?

Mr. Gillis: They are all assessed as farms.

Hon. Mr. Meen: If they are in farming.

Mr. Good: All right—let's get together here. The minister says if they are in farming.

Mr. Gillis: Yes, there are all kinds of farms that have no residents on them whatsoever that are assessed and taxed as farms.

Mr. Good: Because they are being farmed?

Hon. Mr. Meen: Yes, because they are in farming.

Mr. Good: Well, certainly I just don't understand the intent of the article written in this amount of detail—

Hon. Mr. Meen: Welcome to the club.

Mr. Good:—which you are saying now is not correct. Are you suggesting that the two farms side by side, both being farmed by the same person, but the one is owned by an absentee landlord and according to the way I interpret the article is assessed at a much higher rate—

Mr. Gillis: That is what the article says but in checking into it I found out that it just wasn't so. There was one little 10-acre parcel that wasn't a part of that farm at all that was rented to that farmer. The part that was being discussed in that paper wasn't rented to him at all. The same owner owned them, however.

Mr. Good: The other point. Under what basis do you deem land to be classed as residential? Say there's a 25-acre parcel or a 50-acre parcel and we'll say in this case the owner of that is a sculptor. He was growing apples on the land, and certainly he wasn't deriving his income as a farmer from the land. So the whole parcel was deemed to be residential.

Mr. Gillis: It's treated as farm land if it is in excess of 10 acres or, if it is not in excess of 10 acres, it produces an income of \$2,000.

Mr. Good: So you use the same base as the farm tax reduction?

Mr. Gillis: Exactly.

Mr. Good: And if it is over 10 acres you say it is treated as farmland?

Mr. Gillis: Farm land as long as it is used for farming—as long as there's sheep grazing on it or corn growing on it or they are cutting hay on it and bailing it, or they are grazing cattle on it, or they are renting it to somebody who is doing—

Mr. Haggerty: Or just mowing the weeds.

Mr. Gillis: And in many instances they are getting away with just mowing the weeds.

Mr. Good: And if it is not being farmed, or is just growing weeds?

Mr. Gillis: Then it is used for recreational land and is treated as recreational land. The sale prices for recreational land in Grey county run somewhere around \$350 an acre, unless there is lake frontage or whatever.

Mr. Good: Then you have a difference. Getting to the farm classification report from the committees that reported; I'm sorry I

didn't bring my copy here, but they recommended—there were various types of farms—the working farm, the gentleman's farm, the productive farm and down the line. Anything that is left over, I believe, is called "rural speculation," which could take in a lot of things. There is some concern that much land—wasteland which is in the hands of the conservation authorities, or that type of land in flood plains and whatnot—is going to fall into this rural speculation category if the provisions of the farm classification committee are ever used by any department of government.

I sincerely hope we'll soon get this farm classification thing figured out, so that the same rules will apply, whether it be for relieving a tax or imposing a tax or whatever it is. I hope each department of government doesn't have its own classification procedure.

What is the latest on your farm classifications?

Mr. Gillis: We have applied the farm classification system to all of the farms in Ontario. It has been referred to the Federation of Agriculture. It has been reviewed by them and they are in general and reasonable approval of it. They may have some objections in certain areas, but clearly in principle they are agreed.

The so-called recreational lands are lands that are not purely city lot residential, but 10 acres or these sorts of severances—25 acres—used for either rough tree growth or reforestation or what-have-you. We have had no instruction on those yet, and up to now the provision for farms in section 27 doesn't accommodate them. It would make life a lot easier for us if it did, but until it does the assessor still has to make the designation whether the land is actively being farmed by someone—whether it is the owner or whoever—or whether it is just lying dormant. Then it must be treated as residential.

Mr. Good: Do you include as farm land Christmas tree growing?

Mr. Gillis: Christmas tree growing is included, and that is the only product other than the edible ones.

Mr. Good: Which brings up the matter then of privately owned wood lots, private forests. I don't know if the minister has seen the brief presented to the Minister of Natural Resources (Mr. Bernier) regarding the assessment of private forest lands in the Province of Ontario. Evidently there is no classification for this type of farming enter-

prise where there is the farming of trees. This subject was covered by the farm classification committee and it made recommendations that the raising of all types of plants and animals useful to man should be included as a farming operation.

Mr. Gillis: As I understand that the Ministry of Natural Resources is reviewing that particular recommendation and they are to report to us just what their recommendations are. The amendment must be carried in the Assessment Act so their recommendations would have to be made to Mr. Meen.

Mr. Good: So at the present time you treat woodlots as what—recreational?

Mr. Gillis: As recreational lands.

Mr. Good: Recreational lands. This brings up the subject of the co-ordination of the farm tax rebate plan with your assessment provisions. Under the farm tax rebate, if you derive the necessary income from a woodlot is that not subject to rebate under the farm tax?

Mr. Gillis: No, not yet.

Mr. Good: Not yet? Could you briefly outline some the inequities that have now been overcome? Because let's face it—I have seen rebate cheques on land that hasn't grown five cents' worth of agricultural products in the last 100 years. I understand this has been corrected.

Mr. Gillis: That has been corrected. We took over assessment when the farm rebate programme came into existence for the first time. Any land that wasn't residential or commercial or industrial was put on the reassessment roll as farm land. And the regulations provided that all lands, designated with an F for farm, would get the rebate. So in the first go around a lot of people who didn't really qualify received the rebate. However, in the first and second years that we were in operation, we were instructed to zone properly those lands that were used for farming as against those that weren't. We amended and corrected the coding, and, as far as I know, the subsidies branch now have it straightened out. I think only those that are properly qualified and assessed as farms are getting the benefit of the rebate.

Mr. Good: Now do you do anything about the situation as far as designating goes? The designation comes from you people to the subsidies branch, right? Take a man who has

built a \$75,000 or \$100,000 home on 25 acres of land in a rural area, and if he conceivably makes a few thousand dollars income or he has someone farming 20 acres of land for him, how is that rebate worked out? That's on the total tax bill, is it not, including the house?

Mr. Gillis: Yes, it is. And it would include the taxes on the house.

Mr. Good: The house and land? You haven't ironed out that inequity yet?

Mr. Gillis: Well, it may or may not be an inequity.

Mr. Good: Oh, come on now.

Mr. Gillis: The reason that it is done that way is because the original intent was to help offset the taxes on farm land, the so-called productive food of the farmer. However, the assessments varied so widely across the province that to do that would mean that some people would get quite a lot of help and others would get very, very little. Then you would go into the Niagara fruit belt, and certain other types of cash crop farming, where the land holdings are very, very small and there are substantial houses on them, but they are every bit as much a farm as any other farming occupation.

That being the case, and until the land values are straightened out on a provincial basis, in order to give everybody some kind of equity and justice, the grant can't be applied on the land only—up to then it is being applied against land and buildings.

Mr. Good: Yes, but it is really the excess amount of land on which the farmer is paying his taxes, that created the problem in the first place.

Mr. Gillis: That's true.

Mr. Good: No one objects to paying taxes on his land.

Mr. Gillis: That's true.

Mr. Good: But I think it's an argument for the farm, don't you?

Mr. Gillis: Yes. But it is probably a more equitable way of doing it than to base it on the land alone with the assessments varying so widely. That would create much more injustice than the fact that some people with pretty substantial homes—and perhaps they are borderline farmers at best—are getting the subsidy.

Mr. Good: But in the vicinity of cities, especially since the planning controls now pretty well make it impossible to get a separation of less than 25 acres, you'll find that for a 25-acre estate, the land can be bought in a rural area for the same price as a lot in the city—which is going to be \$1,000 an acre and up, \$25,000.

So it looks pretty sensible to buy a lot in a rural area. For \$25,000 or \$35,000, it's just about the same price a person is going to pay for a good lot in the city, at least in our area.

You would be amazed at the number of people who are building pretty palatial establishments out in the rural area on 25 acres. And it doesn't take too much imagination to manipulate 20 acres or 15 acres of that land into a tax rebate situation on the whole thing, house and everything. I don't think that's right.

Mr. Gillis: Well, it's what we are stuck with through the administrative programme now, because there is just no way you could apply it to land or—

Mr. Good: That is because the programme was put in very quickly as a Band-Aid solution to a very sticky problem; there never was any real study put into what was fair and equitable in a tax rebate situation for the rural people.

One other article; I believe the minister made a statement in London regarding the intention of returning the assessment function to the municipality.

Hon. Mr. Meen: Never. And I didn't make it in London. I made it—

Mr. Breithaupt: Where was it you didn't make it?

Mr. Good: Where did you make it?

Hon. Mr. Meen: And what I said was in answer to a question by somebody as to whether when we finished all this in 1976, was I going to consider returning it to the municipalities. And I said that Darcy McKeough had stated in 1969 or whenever, that when we were finished with all of this we would take a look at it and determine whether it was practical to return it to the municipalities or not. But I personally had no intentions whatever—no thoughts were in my mind—of returning it.

I bet you I got resolutions from 40 or 50 different municipalities, starting with the city of London. That was the one that passed the resolution and circulated it to all the

municipalities. Mr. Gillis and his staff have been overburdened drafting letters for my signature ever since acknowledging receipt of resolutions from these municipalities endorsing London's resolution. It said, in a humorous vein: "In the name of God, don't return it to the municipalities. We don't want it. You people have it. You are doing a good job, so keep it!"

Mr. Good: Come on. They didn't go that far.

Mr. Haggerty: They might have said you were making a mess of it.

Mr. Good: We used to do it for one quarter of the cost that the province is now spending in doing it.

Hon. Mr. Meen: But you didn't do it as well. By and large, across the province, there is the most heterogeneous group of assessments you could ever imagine.

Mr. Haggerty: But nobody complained to the government themselves.

Hon. Mr. Meen: It was absolutely necessary and absolutely essential that it be done by one body, so we are doing it. I think it is proving out. It wouldn't prove out under another arrangement. We couldn't make grants based on assessments across Ontario with 850—I guess it is now—doing their own assessments. It has to be done by a common means.

Mr. Haggerty: All you had to do was use the manual and make it mandatory.

Hon. Mr. Meen: Well, we had the manual and they didn't follow it, Mr. Chairman.

Mr. Haggerty: But you didn't make it mandatory for them to follow it.

Hon. Mr. Meen: How could we ever check it? You can call it mandatory, but if you don't have your own people out there to check it, you don't know whether the assessments that are coming in are right or not. You don't know whether they have got them all. When we went out to the municipalities, we found all kinds of properties that weren't even on the damned assessment rolls.

Mr. Good: You didn't find—

Hon. Mr. Meen: It was incredible some of the things we discovered.

Mr. R. S. Smith: If you have been so successful, why did you put off the implementation of it until 1976?

Hon. Mr. Meen: I want to tell you something, we want to make it right when we do it. Where's that clipping that I saw from Vancouver? The boys out there are discovering that you can't do these things too quickly. I notice that Premier Barrett has said now he isn't going to do it unless he can do it without creating chaos—and he was going to do it within a period of three years, I think. He passed the Act last year, and it was going to be in effect next year. We all knew he couldn't do it. And he has now discovered, too, that he can't do it.

But in any event, to come back to this thing. All I ever indicated at the very most was that when we are finished, if requested by the municipalities we would take a look at whether it should be moved back. Certainly it is not our intention to move it back. We have these people moved into the staff of the civil service; and I don't think any of them are going to want to go back to the municipalities, either.

Did you see this newspaper article from BC? It says: "Barrett Pledges To Avoid Land Tax Chaos." What would be the date of that? It is fairly recent, isn't it? Last week sometime?

Mr. Gillis: The end of September.

Hon. Mr. Meen: Was it that long ago?

Mr. R. S. Smith: He is in the same position you fellows are.

Hon. Mr. Meen: Not by any means.

Mr. R. S. Smith: Scared as hell! That is what it is all about!

Hon. Mr. Meen: Premier Barrett says he is not going to go ahead with the changes in assessment in municipal tax procedures in 1975—get this—"if they will lead to chaos or too great increases in taxes for homeowners." I might just skip the end of the thing—

Mr. Haggerty: In 1976 they won't have it; they won't be back.

Hon. Mr. Meen: It says: "At the last legislative session", which was back in the spring, "the House passed a new Assessment Act and the Assessment Authority of BC Act, which set up a province-wide assessment authority and stated in future all assessments will be 100 per cent of actual value."

So they decided to go to actual value, and they passed it earlier this year and they were going to do it all in 1975. Well, he has discovered that you can't do it that quickly,

as we well knew. And maybe by 1980 or so, he will have caught up to us.

Mr. Riddell: But you will be surprised to know, Mr. Minister, that under your superior programme of assessment, that many assessments are made from the kitchen, looking out the back window. In other words, they never walk over the land to see what it is like—and I can vouch for that.

Mr. Haggerty: How often does a homeowner or tenant have to allow the assessment officer to go through their dwelling?

Mr. Good: Any time they come.

Hon. Mr. Meen: It should be once a year.

Mr. Haggerty: Is it once a year, twice a year, or three times a year?

Hon. Mr. Meen: Oh no, no more frequently than once a year, I suppose, unless there have been improvements, for which they would—

Mr. Good: Oh, come now. They send someone around to do the outside, and then they send someone around for the inside.

Mr. Haggerty: Yes, this is the point. I have had this happen to me, personally. In fact, I got ready to throw one of them off the property.

Hon. Mr. Meen: You know, some people are suspicious types.

Mr. Haggerty: I opened the door to them in June and two of them came in and measured up the basement and measured up every room and the garage, and they went out—

Hon. Mr. Meen: You know, they must have said to themselves: "This gentleman is a responsible member of Her Majesty's loyal opposition. We had better make sure we do this right."

Mr. Haggerty: Yes, well, they did it right. I almost ordered them off my property.

Mr. F. Young (Yorkview): You were scared. Just plain scared.

Mr. Haggerty: Is it Mr. Meredith—the regional assessment commissioner? I called him up about it. I was rather upset about it. Not only did it happen to me, but it happened to quite a few people in the community, the town of Fort Erie. They were coming back three and four times and going through their houses. It would be fine if they would go

through the homes and mind their own business, but they want to know, "What type of furniture do you have there? What do you have down in the basement?"

Hon. Mr. Meen: That has nothing to do with assessment.

Mr. Haggerty: Then you tell your assessors that.

Hon. Mr. Meen: They must have been very impressed with your furniture.

Mr. Haggerty: Impressed nothing. This is going on continuously, and a person can just stand so much of this. It is just once a year that they are allowed to come into—

Mr. Gillis: They are supposed to go once a year.

Mr. Haggerty: Once a year.

Mr. Gillis: I think perhaps what happened in your case is that the total area was done once and then a number of places were taken by the supervisors to check whether the work was well done or not. It was quality control—that is probably what they were doing.

Mr. Haggerty: They got the shock of their life that day I will tell you, before I ordered them out myself. I had had complaints on it before and I just didn't believe it; I thought it was once a year. But when they hit my place the air was blue, because I thought they had just gone overboard.

Mr. Chairman: Mr. Good?

Mr. Good: I have one other question. Could we have a short answer to the scaling up of retail and business tax?

Mr. Gillis: Oh that's all done. That was for retail stores, when they were losing from 30 to 50 per cent a year, or whatever percentage it was, and that is all completed.

Mr. Good: Thank you. The other thing is, I want to check out the details of that story, Mr. Gillis, to see if it is as grossly wrong as you claim it is.

Mr. Gillis: I have a whole bunch of samples over in my office with pictures, including Judge Moore's.

* Vote 903 agreed to.

On vote 904:

Mr. Chairman: Vote 904, guaranteed income and tax credit system.

Mr. Young: There is only one thing, Mr. Chairman, on the guaranteed income. I have run into some problems.

The guaranteed annual income plan is printed—the nice little pamphlets came to us and we like them—but they are only in French and English. In my area particularly we need Italian material and we haven't been getting it. I don't know whether there is any intention of printing it in languages other than French and English or not. I would appreciate the minister's information as to whether or not we can get material in Italian for the people who want it.

In some of our ridings we have very large proportions of Italian voters, as well as non-citizens. They are interested in this and they want it in their own language. Once a person gets beyond middle age he finds it very difficult to learn to read English, and he wants something he can read in his own tongue. Even though his children may translate for him he still likes to see it, to understand it and to read it.

Mr. Breithaupt: Mr. Chairman, I, too, would like to comment on that, coming from a riding that has a large population of both German and Ukrainian persons, and a large number of Polish people as well. I'm sure other members too would have a mixture of citizens who may not have a facility in the English language. Perhaps they came to Canada 10 or 15 years ago but at such an age, and with the kind of work in which they might have been engaged, that they might not have a facility or a real need to have learned English to get along in their last productive job years. So this is a matter that I think is worthy of concern for many ethnic groups within the country.

Hon. Mr. Meen: Let me observe that we have been publishing in the two official languages—English and French. We have been advertising in a number of languages and all the ethnic press which we could get into during the GAINS programme and the OTC programme earlier in the year, and our information centre is fluent in some 20 different languages.

To that extent we have been able to publish literature other than the advertisements in the ethnic press, I can't say. May I introduce Nestor Yurchuk, who is the director of our OTC and GAINS programmes, second on my left. Nestor could perhaps go into some of the problems that we have encountered in this programme, one of them doubt-

less being the matter of other languages and getting to these people.

We are just as anxious as you are to communicate our message to everybody. We tried this in the advertising media of one sort or another, and perhaps there is some merit in getting into other languages in printed material—application forms and the like. But with the information centre I believe we have been able to reach them to some extent. Nestor, can you add anything to that?

Mr. N. Yurchuk (Director, Guaranteed Income and Tax Credit Branch): I would just add that in addition to ethnic advertising, we have had a press conference for the ethnic editors. Also a number of our staff have been appearing on cable television talk shows in various languages, Portuguese, Greek, Italian and so on. We have found that that is an inexpensive, effective way of getting to this segment of the community that you are referring to.

Mr. Breithaupt: There is also the advantage, Mr. Chairman, of course, of a number of radio stations that have an hour or so a week of various language programmes. Have you got involved in them as well as with TV?

Mr. Yurchuk: We haven't been involved in ethnic radio at the present time with the exception of when the programme was introduced. When the programme was just introduced, I believe there were radio spot announcements on the ethnic programmes. I think this is an area that is worthy of consideration.

Mr. Breithaupt: Could we hear how many inquiries there have been? What language difficulties or requirements have been the common denominator of the work you have done so far?

Hon. Mr. Meen: We have some tables on this but I haven't got my copy here.

Mr. Yurchuk: We have the following kind of information. To date, there have been over 70,000 inquiries with respect to the GAINS programme since its introduction. These are inquiries through the telephone information centre. I do not have statistics as to the breakdown of the languages, except that during our experience with the Ontario tax credit where we did offer this service, approximately one per cent of the calls were in a language other than English.

Mr. Breithaupt: Only one per cent? That sounds quite surprising.

Mr. Good: The centre couldn't talk to them if they did call.

Mr. Yurchuk: That is correct.

Mr. D. A. Crosbie (Deputy Minister): The Italian, Chinese and French are by far the largest groups. By the time you got down to the sixth largest group, which I think was Greek, you are talking about 12 calls.

Mr. Young: Does this mean that some of those Italian people are speaking English?

Hon. Mr. Meen: Yes.

Mr. Yurchuk: This is what very often has been happening now.

Mr. Breithaupt: Or they will have someone call who is able to explain or whatever?

Mr. Yurchuk: Yes, their relatives, their sons and daughters. We have found very often people visiting the office will have a younger relative, both for the language purpose and for comprehension purposes as well.

Mr. Young: They would still like to have that in their own tongue if they could get it. Now that may be a bit of a problem.

Mr. Yurchuk: We do have people, as the minister has mentioned, who can converse with them in their own language if they so wish.

Mr. Chairman: Mr. Smith, do you have a question?

Mr. R. S. Smith: Yes, I have a question. I always have some difficulty deciding who has the responsibility for what in this GAINS programme. As far as GAINS is concerned, the last federal GIS increase, the one in October, did not affect the payments made by the GAINS programme. Am I to understand that from now on this will in fact be the case? Since the GIS is indexed and will be increasing every three months if the cost of living goes up, am I to understand that the GAINS programme will stay at a static rate?

Hon. Mr. Meen: Not necessarily. The Treasurer (Mr. White) has reserved the right to review the benefits being provided with the object of having that flexibility to adjust the increment under the GAINS programme, which, together with the OAS-GIS payment, provides adequate, or at least what we consider to be the minimum, further assistance.

Now, we enriched it from \$2,600 to \$2,700. Part of that was the increase in GIS; the

balance was an increase in the GAINS payments. If we had left them the same, the increase would not have come to \$2,700. At the moment I don't know what the figure is, Mr. Chairman, but it would have been less than the \$2,700. So the government chose to enrich it, with an accompanying multimillion dollar additional payment under the GAINS programme over and above the original payments, to \$2,700.

Doubtless before the GIS is adjusted again in January the Treasurer will make a decision as to whether we simply place our fixed amount on top, which would be the simplest way, or whether we adjust that upwardly again. It will depend on the state of the provincial revenues as he sees them at that time.

Mr. R. S. Smith: I'm not worried about the adjustment upwards, really. What I would like is an assurance that it won't be adjusted down.

Hon. Mr. Meen: You are not going to get it from me, simply because I'm not the one to make that decision or to give that re-assurance.

Mr. R. S. Smith: This is what nobody can really figure out—who is what and—

Hon. Mr. Meen: It is a matter of a budget item. It is the responsibility of the Treasurer.

Mr. R. S. Smith: That's fine, as long as it's his responsibility and not yours. You just pay the money out.

Hon. Mr. Meen: That's right.

Mr. R. S. Smith: You just sign the cheques.

Hon. Mr. Meen: We get it in with one hand and pay it out with another.

Mr. R. S. Smith: Okay, that's fine. The other question I have is in regard to those people who do not qualify for old-age security and GIS. They then qualify for the total amount of \$2,700, less whatever their other incomes may be.

Hon. Mr. Meen: Those who are blind or permanently disabled.

Mr. R. S. Smith: No, I'm talking about those over 65, who have lived in the country—

Hon. Mr. Meen: Yes, there is that category up to five years.

Mr. R. S. Smith: —for five years and in Ontario for one year.

Hon. Mr. Meen: Then we are making up the entire amount.

Mr. R. S. Smith: You are making up the entire amount. Now, what proportion of the \$50 million that you have in here is going to that part of your programme?

Hon. Mr. Meen: Mr. Yurchuk can probably give us that figure. It is a very significant amount.

Mr. R. S. Smith: Yes, I would think it would be.

Hon. Mr. Meen: You can imagine for a few people in terms of percentages it is a very sizable piece of money per person.

Mr. R. S. Smith: Right.

Hon. Mr. Meen: Mr. Yurchuk, do you have the figure?

Mr. Yurchuk: I don't have a breakdown with respect to the total \$50 million.

Mr. Crosbie: One hundred and twenty thousand.

Mr. R. S. Smith: Only \$120,000 of the \$50 million is going to those people?

Hon. Mr. Meen: No, it is 120,000 people.

Mr. R. S. Smith: Oh, no, it couldn't be that.

Mr. Good: It couldn't be that many.

Mr. R. S. Smith: They likely are mostly all landed immigrants here five years or more, without taking out citizenship?

Hon. Mr. Meen: But under 10 years.

Mr. R. S. Smith: Under 10 years, yes, when they would qualify for the federal old-age security and GIS.

Mr. Yurchuk: To give you some idea of the number of people, we are talking about approximately 5,000 who have applied directly to the Ministry of Revenue or who have been transferred from the Ministry of Community and Social Services as opposed to about 255,000 who are receiving the old-age security and the guaranteed income supplement. These are numbers of beneficiaries.

Mr. R. S. Smith: What percentage of beneficiaries of the old-age security receive GIS? Do you have that figure?

Mr. Yurchuk: What percentage? There are approximately 340,000 GIS recipients for

Ontario and of them about 255,000 receive the GAINS.

Mr. R. S. Smith: Two hundred and fifty-five thousand receive GIS and GAINS.

Mr. Yurchuk: Correct.

Mr. R. S. Smith: Of the 350,000 who are old-age recipients?

Hon. Mr. Meen: No, who receive the GIS.

Mr. R. S. Smith: All GIS people don't receive GAINS?

Mr. Yurchuk: That is correct.

Hon. Mr. Meen: Yes, there are some who don't.

Mr. Yurchuk: There are some whose income is above the \$2,700.

Mr. R. S. Smith: Oh, their Canada Pension Plan or some other pension plan.

Hon. Mr. Meen: But still qualify for GIS.

Mr. R. S. Smith: How many people are there in Ontario who are old-age security recipients and are not GIS recipients and are therefore excluded from GAINS?

Hon. Mr. Meen: We wouldn't know; we wouldn't have that figure. You see, that's a federal figure. We just don't have that figure—at least I don't believe we have it.

Mr. Yurchuk: They wouldn't be enumerated anywhere.

Hon. Mr. Meen: That's right; they wouldn't come through on our records.

Mr. R. S. Smith: Obviously it's a figure that should be available pretty easily. I mean they know how many old-age security people they have. They know how many GIS people they have.

Mr. Yurchuk: Sorry, could you repeat that again please?

Mr. R. S. Smith: I want to know how many people there are in Ontario who qualify for old-age security, but who do not qualify for GIS and, therefore, on that basis do not qualify for GAINS.

Hon. Mr. Meen: Who've been here 10 years.

Mr. Yurchuk: No, no.

Hon. Mr. Meen: You are saying those who qualify for—

Mr. Yurchuk: About 260,000.

Mr. R. S. Smith: I mean there are a lot of people who qualify for old-age security and have other incomes which disallow them from GIS and, therefore, disallow them from GAINS and disallow them from the free drug plan as well.

Mr. Yurchuk: Perhaps I can give you the following summary breakdown.

Mr. R. S. Smith: Okay.

Mr. Yurchuk: There are approximately 600,000 old-age security recipients. Of those, approximately 340,000 receive the guaranteed income supplement, and of those 340,000 approximately 255,000 receive the GAINS.

In addition to the numbers that I have mentioned, there are approximately 5,000 who are direct applicants—

Mr. R. S. Smith: Outside of all those programmes but in GAINS.

Mr. Yurchuk: Correct.

An hon. member: Well, would they be landed immigrants?

Mr. R. S. Smith: So in fact the—

Hon. Mr. Meen: Five years', but less than 10 years' residence. They qualify for GAINS, but not OAS and GIS.

Mr. R. S. Smith: So in fact about one in 2½ people in the Province of Ontario who are over 65 qualify—

Hon. Mr. Meen: In GAINS.

Mr. Yurchuk: About 255,000 out of 600,000 and something.

Mr. R. S. Smith: About one in 2½.

An hon. member: How many of those in the GAINS programme would be landed immigrants?

Mr. Yurchuk: These are the people who satisfy the five-year residency requirement.

Mr. Haggerty: How do they satisfy it?

Mr. Crosbie: Once they have obtained their landed immigrant status, they are legally in the country for permanent residence and they have been here five years—

Mr. Haggerty: But are some of them actually landed immigrants? Some of them may have summer homes—

Hon. Mr. Meen: I think Mr. Haggerty is really getting at the point of how do they satisfy us. What kind of evidence do they produce?

Mr. R. S. Smith: Are you perhaps concerned about an American who has a summer cottage and—

Mr. Haggerty: That's right—and this is how they are getting it isn't it?

Hon. Mr. Meen: I don't know, are they?

Mr. Haggerty: I hope not.

Mr. Yurchuk: They have to have five years' permanent residence in Canada, not as a summer cottage resident.

Mr. Haggerty: Twelve months a year, is it?

Mr. Yurchuk: I beg your pardon.

Mr. Haggerty: Is it twelve months a year residence, or do they just have to show that they paid municipal taxes for five years and then can qualify? They do this for old-age pension and they qualify on that basis.

Mr. Yurchuk: The criteria for permanent residency are the same as those for the federal old-age pension.

Mr. Haggerty: It's 189 days per year.

Mr. Yurchuk: Yes, they have to be here six months.

Mr. Haggerty: I think they put it at 189 don't they?

Mr. R. S. Smith: So if a person owns a summer cottage and lives up here for six months of the year—

An hon. member: He can qualify.

Mr. R. S. Smith: —he can qualify for the GAINS programme.

Mr. Yurchuk: Once they qualify they can get GAINS if they are absent for six months, but in order to qualify they have to have five years' continuous residency. Within that five years they can have a six months' absence.

An hon. member: Every year?

Mr. R. S. Smith: Could I just sort of follow this up, because I think there could be a real funny situation here where we could have people living here six months of the year and collecting GAINS and going to the US and collecting GAINS too—

Mr. Yurchuk: We have run into—

Mr. R. S. Smith: —and not being a resident of either the United States or Canada.

Mr. Yurchuk: We have received a number of applications that we have not approved at the present time. We are currently looking at this situation of whether the person has to be in the country for five consecutive years or what kind of lags are permitted.

The federal government permits a lag of up to one year in order to satisfy their 10-year residency requirement, as you are familiar with. We are looking at the situation because frankly, the number of direct applicants that you are referring to, Mr. Haggerty—we have not had that many where the residency was broken. Those that we have, we are holding, and we are reviewing. We will be coming up with a policy on that in order to prevent a similar kind of thing.

Mr. Haggerty: Many of them are collecting their social security in the United States and they come over here and collect old-age security too, so they are getting two payrolls a month. If they leave the door open for them to come in on GAINS, we will have them all over here.

Mr. Yurchuk: I can't speak for old-age security.

Mr. Chairman: Mr. Lawlor.

Mr. P. D. Lawlor (Lakeshore): Mr. Chairman, as I understand the situation, as far as tax credits are concerned you are intending to administer your own scheme. Could you give us an insight as to the reasons for that dubious move?

Hon. Mr. Meen: There are a number of them, one of them being—

Mr. Lawlor: Don't you get along at all with the federal government?

Hon. Mr. Meen: The federal government would give us a good deal more—

Mr. Lawlor: Is your animus so great, you can never find any amenable course?

Hon. Mr. Meen: Do you wish to have an answer or do you wish to go on talking?

Mr. Lawlor: I just thought I would talk for a few minutes. This room is so soporific, I have to do something to stay awake!

Hon. Mr. Meen: I am sorry that it happened to you, sir, the rest of us haven't had that trouble.

Anyway, one of the difficulties with the

federal arrangement is that it winds up as a credit rather than as something directly available to the taxpayers. It winds up as a once-in-a-year provision, where we would have flexibility to deal on a more frequent basis than once yearly. There are quite a number of advantages to it.

I guess the best thing I might do at this point would be to quote from the Treasurer's statement. He said:

It is also becoming increasingly important to increase the scope and flexibility of the Ontario tax credit so that the administration of the tax credit system and GAINS will be fully integrated. Initially, GAINS would be administered separately by the Ontario Ministry of Revenue. However, in recognition of the advantages that accrue in the long run through the integration of the income security and tax credit programmes, Ontario plans to assume the full administration of the tax credit system.

There is a great deal to be said for—

Mr. Lawlor: Just on that point, Mr. Minister. I know this is a policy question; however, we have allowed ourselves some latitude. Do you envisage these credits as extending not just to GAINS but possibly to the whole social welfare sphere? Would that be an ultimate objective, as you see it? In other words, the family allowances schemes, all welfare—

Hon. Mr. Meen: I don't know that I have carried my thinking that far, but certainly as the member for Lakeshore, and I and others on the committee in 1968, discussed the negative income tax, it would be nice for the province to have that kind of capacity to deal directly with the taxpayers in the dual flow of money. Whether it is appropriate that it be in the Ministry of Revenue, essentially and ordinarily a collecting agent, to pay out moneys; or whether it is appropriate to be under a ministry like Community and Social Services, dealing as they do with the problems of our people of less generous income than any of us here enjoy, is maybe a good point.

The whole philosophy of the negative income tax probably would indicate to us that it was appropriate to have it in Revenue where we would have the kind of information available to us based on income tax returns, that enables us to flow money back in the other direction to the people who need it most; based on the information filed in those returns.

Mr. Lawlor: I don't see this as identical. I

see it, not in contradiction to, and maybe in some continuity with these parcels—these four or five parcels that you now have by way of the tax credit system. I think you probably agree with me that it is not quite negative income tax, although tending in that direction.

Hon. Mr. Meen: The hon. member may recall my asking the chairman of that committee in 1968 just what on earth negative income tax was. He explained to me that it was a rather loose expression for the flow of money in the opposite direction, based on the inverse capacity of the taxpayer, in that case the recipient, to pay taxes.

Mr. Lawlor: It depends upon the way it is done, though. You see, in this particular kind of tax credit you take the credit off the final taxable figure and you simply make a simplistic deduction; whereas, in the other one, the negative income tax is working within the total tax picture. You don't come down to a final figure and deduct. The whole thing is worked together in its total formula. In any event—

Hon. Mr. Meen: That's right. The deputy was just saying this to me in my left ear, and it is a good point. We don't deduct money here; we pay money out, according to this—actually it is a flow out.

Mr. Lawlor: Yes, now that is going to confuse—

Hon. Mr. Meen: Doubtless, it is provided from all other sources—corporate income taxes and personal income taxes, from people like you and me.

Mr. Lawlor: The problem at the moment is that you wait upon reimbursement of your personal income tax—that is the positive side—from the federal government, before you pay out these sums of money.

Hon. Mr. Meen: That's one of the difficulties of the OTC. Now, it is therefore tied in to the administration of the income tax system by the federal government.

Mr. Lawlor: Yes.

Hon. Mr. Meen: One of the nice things about administering our own tax credit system is that we can get applications in to us directly, supported by the necessary information, and we can tailor our cheques out. We don't have to make them as one-shot annually. We could make them on, say, a quarterly basis, or whatever. There are all kinds of nice things about being able to run one's own operation.

Mr. Lawlor: In order to do that, you are going to have to periodically, about every time you send a cheque, dip into the consolidated revenue fund in advance of any receipt of federal funds that really belong to you. Wouldn't that be so?

Mr. R. S. Smith: You can't pay the administration as well.

Mr. Lawlor: Well, we'll come to that in a minute. I'll get to the administration.

Hon. Mr. Meen: I suppose so, without thinking too carefully about the flow of cash one way or the other. Yes, I could imagine—

Mr. Lawlor: In other words, in order to—

Hon. Mr. Meen: The Comptroller of Revenue reminds me that we receive remittals from the federal Department of National Revenue on account of our share of income tax on a monthly basis.

Mr. Lawlor: Oh, I see; so one offsets the other. You can't persuade the beggars—I guess you can't.

Hon. Mr. Meen: No, because they base theirs on the income tax returns, which for individuals are filed by April, you see. It comes as a chunk.

Mr. Lawlor: Well, let's have the obvious next question: the costs of administration. Have you figured out what it is going to cost you to have an increase in staff?

Hon. Mr. Meen: I don't have the figures here—of course, it is not in these estimates. Mr. Crosbie or Mr. Weiers, do you have any comments to make?

Mr. Crosbie: Your question is the cost of administration now—

Hon. Mr. Meen: The cost of administration to the taxpayers?

Mr. Lawlor: No, the cost as you anticipate it with the increase of staff and cost, in order to take over and be independent in running this programme.

Mr. Crosbie: There was one figure that was quoted by the Treasurer—approximately at the \$3 million mark. The present rental arrangement with Ottawa is a charge of about one per cent of the money administered and—

Hon. Mr. Meen: So that is what it is costing us now?

Mr. Crosbie: We think our costs will be higher than that, obviously, because we

haven't got the income tax system to piggy-back on. So we will be something in excess of that figure. Our costs of OTC will be integrated, and that will tend to reduce it again. We haven't got a hard figure.

Mr. R. S. Smith: Even if you are talking about \$4 million, you are still talking about two per cent in grants.

Hon. Mr. Meen: No, that is only one per cent and a fraction we are paying on that \$350 million.

Mr. Crosbie: On \$375 million next year.

Mr. Lawlor: On \$375 million this year.

Hon. Mr. Meen: That's just a little over one per cent.

Mr. Good: On that point, could I ask a question? How can you expect to speed up the system, as I indicated you could make your payments any time, when both the property tax credit and the retail sales tax credit are related and predicated on the results of one's income tax? Your taxable income is related in the one and your personal exemption is related in the other.

Hon. Mr. Meen: Yes, but it could be geared to last year's income, for example. So, we could have the figure.

Mr. Breithaupt: Is your presumption there that you're dealing with people whose income is much more likely to be fixed, steady or within very narrow ranges?

Mr. Good: The top property tax credit system is definitely related to taxable income, and one has to establish that before you can estimate the rebate.

Hon. Mr. Meen: That's true.

Mr. Good: You're going to have to wait till the end of the year till that is established.

Hon. Mr. Meen: Unless we work on the previous year's property taxes and the previous year's retail sales tax and this year's income.

Mr. Lawlor: It is going to be an administrative nightmare! You're going to be making rebates—

Mr. Good: In that way you could push it off another year as an addition to the year that you have delayed payment as you do now with the property tax credits.

Hon. Mr. Meen: Remember, when the payment is being now made it's based on the

previous year. All we would be doing is base it on the previous year's property taxes and so on.

Mr. Good: If you delayed it and paid it on a monthly basis, you would be delaying your payments still another year.

Mr. R. S. Smith: You did that once already.

Mr. Good: You did that once already when you took the property tax credit from the current year and put it in next spring. Now you're talking about delaying payment another whole year so that you'll gain two years' interest on the taxpayers' money rebate.

Hon. Mr. Meen: Maybe they'd like to have it all at once. This is a decision we haven't made. The hon. member for Lakeshore was asking me what were some of the advantages. I'd say this is a potential advantage.

Mr. Good: But you are saying you will speed up the system. I don't think that's a way.

Hon. Mr. Meen: I'm not suggesting it would speed it up. I'm suggesting that it smooths out the payments. Rather than a lump at one time of the year, one could have quarterly instalments and so on.

Mr. Good: But as a deduction from your income tax, when do you need it most?

Hon. Mr. Meen: That's not a decision that has been made as yet. It just happens to be one of the possibilities.

Mr. Lawlor: Well, the political impact is 12 times as great. How about the vast cheques?

Mr. R. S. Smith: Where do you get the \$375 million? I can't find that in here at all.

Mr. Lawlor: It's on page A10 of the budget.

Mr. Crosbie: That's next year's programme, based on the amounts that were announced in the budget this year. Those payments will not be made until the spring of 1975.

Mr. R. S. Smith: And next year's announcement will be for the year after that?

Hon. Mr. Meen: For payment out, but relative to next year.

Mr. R. S. Smith: But that doesn't appear in these estimates at all.

Hon. Mr. Meen: No, they don't.

Mr. R. S. Smith: It only appears in here as \$50.5 million.

Mr. Crosbie: That's the GAINS payment. The OTC payments are not included in our budget because they are deducted. Under the present arrangements with the federal government, they are deducted from the payments that Ontario would otherwise receive for income tax purposes. We do not have for you the budget for the programme when Ontario operates it alone.

Mr. R. S. Smith: You don't show them anywhere in the estimates as a payment out? You just don't show them.

Hon. Mr. Meen: Right, because we don't get it.

Mr. Lawlor: Have you got the computerization for these monthly cheques set up yet or are you working on it at the present time?

Mr. Crosbie: No.

Mr. Lawlor: It's away ahead of you, eh? Next thing then, how would you envisage precisely the business of miscalculation, if a person's income has risen or fallen. After all, the property tax credit is the major one. It's six times as large as the sales tax credit, at its optimum. If you issue quotidian cheques all the way along, based upon a previous year's income tax, when do you issue the final cheque, the adjusting cheque, either lowering or increasing? You would have to wait for another 18 months.

Hon. Mr. Meen: Who knows? I wish the hon. member would tell me what quotidian means.

Mr. Lawlor: At fixed periods daily.

Hon. Mr. Meen: In any event, we haven't made that decision, so I've no idea of whether we would have a final, a third billing, a thirteenth billing or something.

Mr. Lawlor: Aren't you thinking about this at all? Is this a will-o'-the-wisp, one of those pure White fictions? What are you doing about it? Here you are, making an announcement that you are going to do the thing yourself. You obviously don't know what you are up against.

Hon. Mr. Meen: I realize there are some mechanical problems to be resolved. We are merely pointing out that this is one of the areas.

Mr. Lawlor: You have pointed down through the years on that committee too, scrupulously going off on a tangent of your own, both with respect to administrative cost and with respect to some sense of solidarity, working in conjunction with the federal people. The benefit simply must be overwhelming. Then there's business of your reaching Albertan political gains by issuing cheques all the time just like a churning machine. Talk about the mint up in Ottawa pouring out the bills—my God, you have your own monetary system in operation if you're going to do that.

In any event, one has real misgivings about setting up this little demesne of your own inside now; it is a breach with the central theory that you always worked with, particularly the corporation tax and in other areas, since you are pulling back.

Hon. Mr. Meen: I am advised the Minister of National Revenue invited us to set up our own.

Mr. Lawlor: He is sick of your tax credits.

Hon. Mr. Meen: Certainly we have had some difficulty in getting even elementary things, such as a stuffer with the cheques to explain to them how they wound up with a certain amount, say a rebate cheque from the federal government. There has been a great deal of difficulty for us too. There are all kinds of things. People get these cheques, and they don't know what they are.

Mr. Lawlor: To spend a few moments on the sales tax credit, which you are increasing from the 1972 credit formula of \$35 up to the magnificent sum of \$38, which has become in the past five years your largest single source of money coming in. It has replaced everything else, and continues, I have no doubt, to burgeon and expand. The greatest thing in the world for the Minister of Revenue is inflation. You would probably be the last man in the world to say a word against it. It is a bonanza. As the price of everything expands, your seven per cent figure bloats along with it. It bloats until the balloon bursts. In your proposed scheme of handling this, will it be indexed as it is currently?

Hon. Mr. Meen: I don't believe it is indexed now in the legal sense. We doubled the amount of the property tax credit from \$90 to \$180. The pensioner tax credit is up 10 per cent. The sales tax credit, as the member for Lakeshore said, has been raised to \$38 on

average. The maximum total credit actually goes to \$500 from \$400, and then deductible from that is two per cent of net taxable income, rather than one.

Mr. Lawlor: Right.

Hon. Mr. Meen: Sure, none of us is going to get any credit and it wasn't designed to be a benefit to any of us.

Mr. Lawlor: Of course not. You are earning slightly more than \$13,000.

Hon. Mr. Meen: As the federal allowances for deductions are increased, then the amount of net taxable income is reduced and the two per cent figure is therefore reduced, so in that sense the amount is indexed.

Mr. Lawlor: The budget papers, Mr. Chairman, at page A9, have a good deal to say about it before that, but they go on and say: "The comparison of the level of Ontario's sales tax credit available in 1973 and indexed for inflation in 1974 is shown in table 6." It has a diversity of figures, covering various categories of people.

Hon. Mr. Meen: That is the retail sales tax you are speaking of.

Mr. Lawlor: Yes, that's right. My question, again, is, do you anticipate that that indexing would be carried over to your private administration—

Hon. Mr. Meen: I am sorry, I hadn't realized that you were referring to the retail sales tax laws. I don't know; I couldn't say. That is a budgetary decision.

Mr. Lawlor: My God, when these decisions are taken they are taken embryonically, aren't they? I mean, the baby is hardly conceived, the genes haven't even met, and the plan is announced. You will no doubt produce an abortion, you know. Those are all the questions I have on that.

Mr. Chairman: Mr. Good.

Mr. Good: Yes, I have one matter if you will bear with me for a moment. It is probably not under the minister's jurisdiction anyway, but I wonder if he is aware that under the GAINS programme, the way the scheme is set up, the residual amount to make the \$216 is paid by the province after old-age pension and guaranteed income supplement. I am talking now strictly of people who have no other form of income. Under the federal scheme, after the old age pension, which is universal, CIC is paid on the basis that you

lose \$1 of guaranteed income supplement for every \$2 of income per month that you have.

Now, under the provincial scheme, the way I figure it out, there is absolutely no incentive for a person receiving GAINS to try to increase his income, because every dollar that he increases his income will be taken away by the province in reduced GAINS programmes. It works like this, Mr. Minister, as I see it: Take a person who has, say, \$100 a month income, other than his old age pension, so he's going to lose \$50 in GIC—

Hon. Mr. Meen: GIS.

Mr. Good: GIS, yes. Maybe he had some GICs, and that's how he got his income. If he is to increase that income by \$10 a month—this became apparent to me with a person who had government bonds coming to him—

Hon. Mr. Meen: He has not had the other \$50 taken away from him, Mr. Chairman.

Mr. Good: No. I know. If he increases his income during the year by that amount, he loses under the Ontario plan the other \$1 which he didn't lose under the—

Hon. Mr. Meen: No.

Mr. Good: Yes. He does. You figure it out and it works exactly like that. A person whose income during the year, let's say, was \$50 a month or \$600 a year, has his government bonds come due. He says, "Well, I'll get a better rate of interest and make \$900 a year"—which is going to increase his income toward the maximum. Now, he loses the \$1 to the federal government, but if he increases that income another \$1 a month, that whole \$1 increase is deducted from the provincial GAINS programme. It works out exactly that way.

Hon. Mr. Meen: I guess that's right. Is that the way it works out?

Mr. Good: Yes. it is. Certainly it is. The point is simply this: there is absolutely no incentive. I ran into this a while ago. An elderly person said, "What shall I do? I'm only getting 6 per cent now." I said, "Well, you had better try to get 9 per cent. You can get that in GICs without any trouble." He said, "What effect will that have on my government cheques?" I started figuring it out and I said, "Well, it will only reduce your federal Guaranteed Income Supplement by this much." But then when I figured it out, I said, "My God, you're going to lose all the rest of your increase in income"—

Hon. Mr. Meen: By a reduction in the GAINS.

Mr. Good:—"by a reduction in the GAINS." So there is no incentive, whatsoever for an elderly person if they are down to their last \$10,000 or \$15,000 and they have it out in guaranteed investment certificates or government bonds; there is no incentive for them to try to get the best interest rate possible, because they are going to lose that extra interest.

Hon. Mr. Meen: I think you may be principally correct on that, Mr. Good. I wonder, Mr. Yurchuk, you had some thoughts?

Mr. Yurchuk: I would like to add that that is correct for a single individual who qualifies under all the different aspects up to an annual income of \$600. After that, of course, he does not get GAINS and he keeps whatever he earns.

Mr. Good: I ran into a case in just that area.

Hon. Mr. Meen: Was right at that transitional point.

Mr. Good: Yes. He could have easily increased his interest from \$300 or \$400 up to \$500 or \$600. But there was just no way he would be any further ahead.

Hon. Mr. Meen: The deputy says to me it is sort of an inherent problem in all welfare programmes. You hate to discourage people from earning income, but—

Mr. Good: But you do! This is the whole point. Really, your system should be set up separate and apart. So we give you the same kind of set up. If you do make additional money, we will only reduce it by half the amount. The way it is now, you take that other dollar completely, for every increased dollar he gets.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Yes Mr. Chairman, I want perhaps to talk on this particular vote too and add to the wide discrepancies that still remain in the Guaranteed Annual Income System as presently applied in the Province of Ontario. Particularly I am concerned with persons who are classed in the grey area, who through sickness have to take an early pension from industry and who, for example, have the Canada Pension Plan and with one good pension total about \$355 a month. As an overall picture, a family of two, that is a husband and wife, only receives somewhere around

\$4,200 a year in income. And under the Guaranteed Annual Income System a family of two can receive \$5,400. There is a shortage of some \$1,200 of income this family should be receiving. Do you follow me on that?

Hon. Mr. Meen: No. Mr. Haggerty. Are you saying that \$5,400 is inadequate?

Mr. Haggerty: No. I think we can be grateful that the minister is moving in this direction. What I am saying is that persons over the age of 65 can qualify for it; persons who are disabled with no source of income whatsoever can qualify for it; but those who happen to take an early pension—I mentioned a pension of about \$355 a month that includes Canada Pension and the private pension—cannot qualify.

Hon. Mr. Meen: Well, you know, it is just a matter of dollars again. We look at this and we say why not start it at age 60 because lots of people—at the rule of 90 under the teachers' retirement scheme, and others that are applicable now—we see people retiring sometimes now earlier than age 60, some of them for health reasons and retiring at reduced incomes but still with vested pensions. We say maybe we should be extending it to them. But when you look at the enormous amount of dollars that would go into bringing them up from their minimum levels of income—some of them have no pensions but they are under 65 and they don't qualify for the OAS. Remember, in our programme all the money we are paying out under it still is a supplement to the OAS and indeed the GIS.

Mr. Haggerty: Well, I am sure—

Hon. Mr. Meen: If we were to drop it from 65 down to 60, let's say, without some assistance from some other scheme, the amount of money—

Mr. Haggerty: I imagine the federal government—

Hon. Mr. Meen: I don't have the figures.

Mr. Haggerty: But the federal government comes into this scheme of yours. I imagine they pay 50 per cent of what ever you add to the present scheme. If you add \$10 they will match 50 per cent of it.

Hon. Mr. Meen: These people qualify for assistance from Community and Social Services, of course.

Mr. Haggerty: No, in cases they can't qualify for that neither.

Hon. Mr. Meen: Sure, because they have enough other income.

Mr. Haggerty: The way they have it set up there, they just don't qualify. I think a family of two under the welfare assistance gets roughly about \$200 a month for two, not much more. I am thinking in particular of a person who through some misfortune has become disabled. Just with a private pension and Canada Pension, he is still going to be short-changed by some \$1,200.

Hon. Mr. Meen: Well, if they are permanently disabled, they would qualify among roughly the 31,000 under Community and Social Services who do receive the benefit.

Mr. Haggerty: There is only one. Mr. Chairman, I am only talking about one that is disabled but the wife can't go out to work because somebody is going to have to look after this person. This particular person, when I say he is disabled, he is disabled; he has to have complete care all the time. Somebody has to look after him.

Hon. Mr. Meen: I don't feel I am qualified—

Mr. Haggerty: No. But I was just trying to bring to your attention that there are some discrepancies in the Act that—

Hon. Mr. Meen: I am sure there are lots of hard cases like that.

Mr. Haggerty: That is right, and consideration should be given to them.

Hon. Mr. Meen: Well, the permanently disabled—

Mr. Chairman: The permanently unemployable.

Hon. Mr. Meen: That again is another category where the Minister of Community and Social Services (Mr. Brunelle) had some difficulty. Once we initiated the permanently disabled benefits then those who are not disabled but are permanently unemployable for several other good reasons qualify.

Mr. Haggerty: Just how do you define that?

Hon. Mr. Meen: Don't ask me. There's the point. I know the Minister of Community and Social Services has been wrestling with that one.

Mr. Haggerty: This is right. If the doctor doesn't put it on the medical slip, if he happens to say, "In my opinion he is unemployable," he doesn't qualify. But if he says,

"Based on medical evidence he's disabled," he'll get it. It depends upon what doctor you go to and, of course, the interpretation of it. I would like to know just what you mean by "permanently unemployable."

Hon. Mr. Meen: I'm not trying to give you an interpretation of permanently unemployable.

Mr. Haggerty: I wish somebody would give it to us, so that we would have a clear understanding of what is going on here.

Hon. Mr. Meen: I'm sorry, I don't know. It is not in my ministry. Mr. Brunelle could perhaps shed some light on it. Ask Community and Social Services.

Mr. Haggerty: No, you can't get it from them either. They will not define it.

Hon. Mr. Meen: I am sorry.

Mr. Haggerty: Maybe the chairman would have an answer for it. You opened it up for discussion there.

Mr. Chairman: No, I don't think I've got the answer. In some areas they are called permanently unemployable simply because there isn't the type of work in their community that they could accept. I had a couple of cases classified under that. There was nothing basically wrong with them. They could perhaps go out and make \$50 a week if an opening was available for their type of work. In other words, it might have been housekeeping that a person could do. That's one that I know of where they have got under that stipulation where, basically, if they were in the right position they wouldn't have qualified. I had a couple get it under that category.

Mr. Haggerty: There are some who are just on the borderline of mentally retarded and this is where this terminology is used. For some reason nobody will employ them. You've had the same problem as I have, then.

Vote 904 agreed to.

Mr. Breithaupt: Mr. Chairman, we do have the opportunity at this point to discuss, albeit briefly, the operations of the savings office. The interesting thing in this vote is not necessarily to repeat the comments I've made about the operation of the office over the past few years, but rather to ask the minister what progress there has been in the ongoing study that has been with us now for I guess it's some four years. I think that this is the fourth Minister of Revenue we've had in Ontario and presumably the—

Mr. Haggerty: Sounds like one a year.

Mr. Breithaupt:—study of how to best use the savings office, its facilities, whether to expand it, to close it down or whatever, is still going on. We've talked at some length in the House on various occasions about the operations of the 21 offices; some that are profitable, others that are not.

We've talked about the development of alternatives for the use of this facility as another form of banking arrangement, as a lender of certain term. We've talked about it as an operation that could benefit certain groups within our society who could use it in the way that perhaps credit unions or other facilities are now being used.

But it would seem that each year the end result is that we are told there is a study going on and we haven't really come to a conclusion. I would be delighted to hear from you tonight, Mr. Minister, if there is some definitive statement as to what you are going to do with or without the savings office and whether the studies have finally come to some fruition.

Hon. Mr. Meen: Wouldn't I be delighted, Mr. Chairman, if I could tell you the same thing.

Mr. Breithaupt: But?

Hon. Mr. Meen: The fact is that I, like my predecessors I think, without having had any previous discussions with any of them, reached the same conclusions fairly swiftly, namely that something should be done.

Mr. Breithaupt: Well, at least we are all in agreement there.

Hon. Mr. Meen: I believe so. I have all these reports to which you make reference. The matter is under active study. The deputy and I took time back in August to go out to Edmonton to meet there with the people in charge of the treasury branches, as they call them in Alberta, which are the closest approach I have encountered to the Province of Ontario Savings Office.

I was intrigued by what they were doing there, because from afar, namely here, it appeared that they were operating in every sense as a bank. In fact, when you get to talk to them out there you find that they are operating as a bank. They issue cheques, take deposits, they can approve overdrafts, they can make loans to depositors—they operate like a bank.

They have some 150-odd branches around Alberta. They are very active in the com-

munities; they are aggressive competitors to the banking system out there. They have a tremendous cash-flow picture, compared with ours. Their net to the province, though, after repayment of all their costs, is not a whale of a lot different from ours.

I had initially thought that since the POSO operates to provide a service in the communities, the 21 branches around Ontario do a pretty good job of doing that. But the primary role they play with respect to the province is to make moneys available to the province, and we are able to get those funds at something more than one per cent below what it would cost us to borrow on the bond market, so there is an advantage to the province.

In this last year the amount of deposits increased by some \$17.5 million; therefore the moneys available to the province increased by that amount over the previous year. However, I had thought that possibly by extending the range of services by the branches to include such things as loans to depositors, we would increase the attractiveness of the bank's operations so that substantially more than another \$17.5 million would be—

An hon. member: It's 17.5 per cent.

Hon. Mr. Meen: Oh, it is a 17.5 per cent increase, which would be more than \$17.5 million—yes, to \$187 million from \$159 million. I had thought increasing the range of services to include things like permissible overdrafts and loans would attract a lot of people to the POSOs, while they presently go to conventional banks.

I think if I were concerned about being able to get a bank loan some day I would patronize the banking facility that might be able to give that loan to me come the day I wanted it, and build up my credit over a while, before the day came that I wanted to have an overdraft. You can never do that with a Province of Ontario Savings Office, and I felt that therefore its operations were somewhat inhibited by this restriction.

That may well be the case. I think it probably is, but if one were to extend its operations in that regard, I think we would get a lot of money in, but we would wind up paying a lot of money out, if the performance of the Province of Alberta treasury branches is an indicator. I don't have the figures here, Mr. Crosbie, but there was something like \$500 million that they had on deposit, but then they had these loans and advances out again, and the net improvement to the prov-

ince was by no means close to the kind of money we have been getting in here.

Mind you, the money we are getting in here isn't the province's money; it's available to it and at a percentage point or two less, but it is not our money, whereas in Alberta the profits that they are making in their banking operation most certainly belong to the province and the people of the province.

Mr. Young: But isn't it also true there that they are providing a service to their people within that operation?

Hon. Mr. Meen: Yes, they are.

Mr. Young: And in providing that service the advantage comes back into the public treasury.

Hon. Mr. Meen: The services they are providing are wide-ranging—everything from getting your driver's licence and your vehicle licence to your hunting licence.

Mr. Breithaupt: Well, of course, that is a practical point, I suppose, when you have so many offices that they can be almost a mini-government operation.

Hon. Mr. Meen: They are the presence of the government in every one of these 150-or-so centres.

Mr. Breithaupt: Well, I suppose if things had developed that way in Ontario, that kind of a system would be of greater value when you think of the various licensing places that one has to visit in order to live in this day and age.

It does strike me, though, that one of the things I hope you are doing is looking at the operation of the offices with respect to the competition they have in their own communities. I had thought that offices could well be established, and a commitment or an involvement might be necessary, in areas where chartered banks or trust companies were not prepared to go, perhaps small communities or those that required a service but the profit motive might not be sufficiently great—although with the operation of banks these days, they seem to be able to do almost anything.

On the occasions that I take the train from Kitchener through Guelph to Toronto, and when I am waiting in the train at Guelph and looking out from the station, I see the Province of Ontario Savings Office. I often wonder why we have a savings office in a city like Guelph, which I would think is well-served by other financial institutions. Perhaps that office should be in a community that

doesn't have a second banking location in order to have the kind of competition that might be healthy or worthwhile, indeed stimulating.

I am wondering if you are looking at the operation of the branches with a view to relating them to their involvement in the community and the other facilities available in the communities in which they are operating.

Hon. Mr. Meen: Well, I can't say that I personally have. I have been to a number of them to see what kind of operations they have. Some of them are pretty good. Others I think, are less than tremendous. But my own view is that they are serving in all of these communities where I have had a chance to see them, even though some of them appear to be at least technically in a loss position. I think the first question the hon. member asked me in the House was in relation to the POSO allocation of accounts—

Mr. Breithaupt: It could well have been.

Hon. Mr. Meen: —but some of them technically are in a loss position. That doesn't mean they aren't providing a real service in the community, though. I think that at the 21 branches there are probably 21 sets of very happy customers. They are providing quite a service. I think if I were a customer in one of those POSO offices, where I am able to get a free cheque for every \$100 on deposit every month, interest based on the minimum monthly balance at a per cent or more above anything else I can get anywhere else, and have immediate cash withdrawal and all the other facilities that the savings offices provide, I'd be mighty put out if the government came along and closed out that branch just because somebody decided that it wasn't providing a service in the community.

I suggest to you that they certainly are providing a service in the community. That's why I am inclined to favour an extension of their operations, and probably an enhanced advertising and promotion programme, to let the people of Ontario know just what is available to them. If we could get more branches going in more areas of Ontario, I think it could turn out to be a tremendous event, perhaps without extending this aspect of the operations, which earlier this year I thought, perhaps rather ingenuously, might be done. Perhaps we still could do it; I am not ruling that out by any means.

Mr. Young: What is holding up this kind of an expansion? I presume if the former government had stayed in power a little longer,

we might have had instead of the number we have now five or six times that number. The number seems to have stopped. Why aren't we expanding them? This seems to me to be a tremendous inflow of capital for the provincial government itself even under present circumstances. It seems to me that here is a basis by which the proposed federal legislation might be taken advantage of. You have a provincial bank doing all the things that a provincial bank should do. But even on the present base, certainly if there were one within reach of my community, I would be banking there. I think this is true of a great many people and, as the member has said, many small towns certainly would use it.

I think the advertising campaign you mention is essential. Very few people know about the Ontario savings bank. If you speak to the average person, he doesn't know about this. He has no idea that we are in a business of this kind.

Mr. Breithaupt: With only 21 branches, you can hardly expect them.

Mr. Young: He would be glad to be a depositor.

Hon. Mr. Meen: I can speak for myself. It never occurred to me to bank at the POSO until really two years ago when I was working up here rather than downtown. As the member for Yorkview says, if there was one near him, he would bank there too. I think, if we had more out in a lot of these areas, we would get more activity. Certainly it is my predisposition to get on with doing something. The member said something to the effect that if another government had been in, things might have been different. This was started in 1921 or 1922 and very quickly we got 22 branches opened. We have closed one and we have had those subsequent 21 branches operating ever since.

Mr. Young: Something has militated against it.

Hon. Mr. Meen: He asks why hasn't it gone ahead. I honestly don't know because, as I understand it, every last one of my predecessors in this ministry from Mr. White to Mr. Winkler and Mr. Grossman and now myself have all apparently felt roughly the same thing, that we can't withdraw them. They are providing an excellent service in the communities. We don't want them to stay in the position they are, however.

Mr. Young: I suppose the chartered banks would be fairly unhappy if you did expand, say, to 100 branches across the province.

Mr. Breithaupt: Of course!

Hon. Mr. Meen: Oh, I don't know about that.

Mr. Young: You think they wouldn't?

Hon. Mr. Meen: I have talked to some bankers about this. I don't think they consider us competitors unless we got into the full range of banking. That is a small matter of constitutionality. I take it that Alberta manages to keep within constitutionality—

Mr. Young: And Manitoba too, I think.

Hon. Mr. Meen: —and not have their activities challenged, because they stay strictly within the geographical boundaries of the Province of Alberta. The federal government is not discouraging this. The member for Yorkview has just mentioned that Manitoba is—

Mr. Young: The Treasury branch is against it.

Hon. Mr. Meen: —getting into this same kind of activity.

Mr. Lawlor: When Barrett in British Columbia tried to set up his provincial bank, they permitted it on a limitation basis over a period of years.

Hon. Mr. Meen: As a matter of fact, Premier Barrett was making a great fuss about the federal government only permitting his province to have a 10 per cent interest in the provincial bank out there. I am advised that a comment passed by one of the senior federal delegates to that conference was why in the mischief doesn't the Premier of BC do what they are doing in Alberta.

Mr. Breithaupt: If he wants obviously to get a federal charter, he has to put up with federal rules. But he could set his own.

Hon. Mr. Meen: Yes.

Mr. Lawlor: The right thing is to try to keep his mouth shut and go ahead.

Mr. Breithaupt: Well, of course, this is true of politics on many occasions.

Hon. Mr. Meen: I don't know if the federal government really would encourage that kind of operation that is going on in Alberta and now being initiated in Manitoba.

Mr. Breithaupt: I must say, Mr. Chairman, if the minister, as I suspect, will have a stay at least double that of his predecessors in this office and we see him next year, he will be

able to tell us something about some concrete decisions for the office. I hope that by next year we can at least have some ideas rather than the view that we should do something and that, in fact, something will be done.

Mr. Young: Perhaps each one of us will be able to cut a ribbon in our own ridings.

Mr. Haggerty: That's wishful thinking.

Mr. Young: Before the next election. A real goal for the minister to shoot at.

Mr. Chairman: The committee is probably aware that this is not a debatable item that we're talking about. We're just discussing it and I don't want to interrupt.

Mr. Lawlor: We always do, though, Mr. Chairman. May I say, Mr. Chairman, that if you're going to expand—Well, first of all, it is a pretty stultified and swampish operation all the way around.

It was formed in 1929 under the Agricultural Development Finance Act. No updating, no structure. This was really to help the rural community—and that's as far as it went. Now, you've established a major metropolitan centre. If you're going to operate at all, and you're thinking of expanding, there seems to me little point of expanding on the sheer basis of retaining the present structure.

Hon. Mr. Meen: The hon. member for Lakeshore touches a good point, there. Really, it was initially set up to provide farm loans and moneys for the farming community for many, many years—longer, I guess, than any of us has been around the face of this globe. But it was superseded by other kinds of farm assistance, and now the POSO really performs a different operation and function altogether. So, it would be appropriate if we were making any substantive change in the role of the POSO to probably create it under a statute that bore a name that was more appropriate to its current role.

Mr. Lawlor: What's happening in the province with all financial institutions is that there is kind of a coming together convergence of the operations. In other words, what the loan companies are doing, what the trust corporations wish to do and can't, what the banks are presently, and wish they could do and can't, and so on—each one is impinging now, more and more, upon the field of the other. And I think they will gain these various things. In other words, the administration of estates—as the banks would like to do.

We were in Britain this fall and they do precisely that. That's where the trust corpora-

tions are, in one corner of a bank. They handle the wills and they administer the estates all through the banking institutions. And they're wanting to do that here.

Now, if you're going to make this a viable operation, you do have to have the full loan facilities. You have to bring your operation into the rank of a near bank, as they're called. There may be a range of services that you won't render, but the critical one, the reason why you ossify is precisely what you said earlier, namely, the possibility of obtaining a loan. What businessman, what sensible person would put their money into an Ontario Savings Office when they're seeking to build up credit for potential loan purposes?

You know the only way a capitalist becomes one is by way of a loan. You usually can't get it from the bank; you have to get it from friends. But once off the ground, he circles the earth at an enormous speed. And with that facility in mind, I think, yes, you should, quite quietly, without making any great noise about it, launch into that area in a quiet way, first.

What you are afraid of at this moment is that the banks, lending on a ratio of \$1 to deposit to \$20 loan, going up that high, you would have to dip in, or at least, you would have to put the full guarantee—but you've already got it—of the Provincial Treasury behind the loan situation. If you're lending money, in other words, that you haven't got in excess over that.

But the banks can manage to do it on a ratio of about one to 12 or one to 15, without any defaults, without any runs on these banks, and they're extremely proud of their record throughout the great depression down to this day.

We have only had one run in this country, on a Midland bank. And with that in mind, then you're perfectly safe, you really aren't putting any imposition or burden upon the Treasury at all. On the basis of loans, even if you went into a competitive relationship with the banks to keep the interest rates, you'd make some kind of contribution to the inflationary trend, because that's a ping point in inflation, what the present interest measures are, and a driving wheel in that whole thing.

I'm sure that you could contract an enormous number of people if you give a one-half percentage point decrease in what had to be repaid to you in loans. And then the banks don't service the small businessman to the extent that you do. And your government is

always saying and never doing anything in respect to the poor fellow.

It would also probably give you a range of people who are with Household Finance and all those various vultures who feed upon the population.

There, too, in terms of your citizenry, you'd have to have some decent credit policies, I admit, but nothing on the scale that is presently in force by major banking institutions.

If you had a more American-type operation, like the Bank of America—with their lending policies. They are probably the most explosive and fastest-growing bank in the world. They have a very liberal, open-handed policy, and the reason they are growing under Giannini was precisely that. They weren't afraid of people repaying their loans.

I think you could have a fully burgeoning operation which would very greatly assist the Treasury of this province.

Hon. Mr. Meen: One cautionary note that has been expressed to me along these lines is that you don't come by loan officers overnight. You just don't develop that kind of person with the experience to assess the capability of a depositor to repay a loan which you may make to him. So to suddenly branch into that aspect of operation in the banking function would be hazardous, unless one were to go out and raid all the major banks for some of their senior loan officers.

Mr. Lawlor: No, I am only just saying that you can creep before you walk, but you have to make that vital decision, to which you may come up against real constitutional obstacles in this province. The banks may have winked in Alberta; I don't think they are so winking in Ontario. They will test you in the courts.

Hon. Mr. Meen: I don't know. There might be a contest.

Mr. Lawlor: Well, I would try it if I were you.

Hon. Mr. Meen: There is an interesting element that one sees when he gets out of Ontario. In the western provinces they can use the motto, "Keep your money working in Alberta," for example, or presumably, "Keep your money working in Manitoba," the philosophy being, "Don't let those money-mad people down in Ontario get your money, which is what will happen if you bank with any of the other banks that are all eastern banks." You know, they went through the hungry Thirties where some mortgages were held by eastern Canadian banks.

They hate the banking system, so anything of that sort goes over very well in Alberta and presumably in Manitoba and the other western provinces. So we would not have that philosophy going for us, inasmuch as I don't think that kind of antipathy to our banking system exists here in Ontario.

Mr. Lawlor: Don't let all our money go to Montreal.

Mr. Young: A TV show pointed out much of it is going south of the border, too; however, I think just a fundamental thing is to offer people the service. I think they will take it, and I think they will use it. It's a case of expanding, advertising—

Mr. Chairman: I want to thank the ministry, the staff and the committee for their co-operation.

Mr. Breithaupt: Before we adjourn, Mr. Chairman, the estimates for Transportation and Communications will begin Thursday afternoon so that this estimates committee will not be meeting either tomorrow or Wednesday, as I understand it with the government House leader.

Mr. Chairman: That is correct.

The committee adjourned at 10:02 o'clock, p.m.

CONTENTS

Monday, November 4, 1974

Municipal assessment programme, concluded	S-2233
Guaranteed income and tax credit programme	S-2242
Province of Ontario Savings Office programme	S-2253
Adjournment	S-2258

S-78



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Standing Resources Development Committee
Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Thursday, November 7, 1974

Afternoon Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 7, 1974

The committee met at 3:20 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Mr. Chairman: I'll ask the minister to introduce his staff seated here at the table, and we would also ask anyone who is speaking to speak into a microphone in order that it can be recorded by Hansard.

Mr. Minister:

Hon. J. R. Rhodes (Minister of Transportation and Communications): Thank you, Mr. Chairman. The gentlemen that you see sitting at the head table, if you will—well, I have a feeling that if there is any banquet about this, that I know what the first course is going to be. On my immediate left is my deputy minister, Mr. Harold Gilbert; next to Mr. Gilbert is Mr. Ted Wood, Mr. Hugh Adcock, Mr. Lorne Eadie, Mr. Bill Robbins, Mr. Fred Allen, Mr. Ian Campbell, Mr. Bill Bidell.

Mr. Chairman, I would like to take a moment or two to provide the committee with a word picture, and a brief one I must admit, of my ministry's mandate, particularly in light of its relationship with inflation and its effects on that mandate.

As you know, MTC's responsibilities now encompass the broad spectrum of transportation planning with special emphasis on the subsidization of municipal transportation in its widest sense. In fact, a number of significant increases relating to municipal funding and subsidies are included in these estimates.

Since last year, 1973-1974, expenditures have increased approximately \$100 million, and by far the largest part of this increase, 66 per cent, has been additional assistance provided to the municipalities. This assistance provides for improved road construction and maintenance programmes and transit facilities in municipalities across the province.

However, it should be remembered that while we asked for 100 millions in real dollars, inflation seriously eroded the pur-

chasing power of those dollars. For example, the cost associated with labour agreements during this fiscal period have risen 20 to 30 per cent; steel costs have doubled and continue to go up; asphaltic cement, one of the major components in road programmes, has nearly doubled. Everyone here who drives an automobile knows that gasoline has jumped 23 per cent and diesel fuel is up 29 per cent. Now these kinds of increases seriously impair MTC's operational costs when it is realized the ministry operates more than 4,000 vehicles.

It should be obvious that the ministry is not alone when it comes to feeling the effects of inflation. Inflation has created problems for the municipalities as well, where we are committed to subsidy programmes aimed at assisting them to meet their transportation and road programmes as they see them.

Without belabouring the obvious, I should point out that current contract awards are up 38.1 per cent over the pre-estimates prepared by my ministry prior to the tendering process. While we in the ministry have noted some signs that prices are levelling off—indications, for example, are that prices in the petrochemical fields are stabilizing—such a trend takes time before the effects are felt throughout the industry. In the meantime the ministry will strive to provide an optimum of programme performance with the resources allocated to us. We must and shall meet all priority commitments for the benefit of the residents of Ontario.

In closing my opening remarks, may I add that should committee members require answers to specific or local questions—I would emphasize that to you—if you have specific or local questions we will be in a much better position to reply specifically and in detail should your queries be presented beforehand and in writing. Committee members will also note that we have prepared a list of general headings under which the appropriate vote items have been separated to facilitate our proceedings and your questions, and I'd ask that these be passed out to the members of the committee now.

Mr. Chairman: Mr. Ruston.

Mr. R. F. Ruston (Essex-Kent): Yes, Mr. Chairman. I would like to take this opportunity to congratulate the new minister in his first presentation of the estimates since his appointment.

I would like to start off with some recommendations I feel are necessary for the proper development of our province, through a highway system that will give many areas a better chance to share in the growth of this province.

I feel it is a must that we look to the north for future expansion of highways. We can no longer neglect this vast expanse of great scenic beauty and natural resources, and the potential of development of the north. The planned expansion of our road system to the north must be given top priority. We must call for talks with federal authorities to ask that they be involved through the Trans-Canada system of highways. Since the original Trans-Canada Highway was engineered in the 1950s, it has become necessary to upgrade the system to handle the heavier traffic volumes and, since the federal government did pay 53 per cent of the original costs, we should be—as the western provinces are now doing—renegotiating new agreements to have these roads updated.

The necessity for higher quality roadbeds are now known to many of us who have had occasion to use these roads, particularly between Sault Ste. Marie and Thunder Bay. In this, we must all include increasing the availability of passing lanes in key areas. Highway 11 through North Bay, Highway 17 to Sault Ste. Marie, and Highway 69 to Sudbury should be expanded to four lanes. The only way to really expand northern Ontario's industrial base is to have a chain of highways capable of handling the traffic that would come from such expansion.

When one looks at Highway 401 from Windsor to the Quebec border, you can certainly see the growth that has followed its construction. This can be done in the north if the province has the desire to make it happen.

Highway construction in the "golden horse-shoe" area—that is, Hamilton to Oshawa—has been expanded greatly but with poor planning in the development around these main arteries. One finds that a highway designed as an expressway ends up being a clogged-up road, with local truck traffic being the main problem. Highway 401 at the present time has so many trucks on it that while driving you sometimes have the fear of being com-

pletely overrun by some of these monsters, although many of these transports are local traffic. Because of poor planning of our secondary local roads, they are forced to use the 401.

I feel, Mr. Chairman, that we are going to have to look at many of the existing rights of way for future expansion or improvements of our highway system. The time of continually blazing new rights of way through good farmland will have to be considered very seriously, due to the necessity of preserving our good farmland for food production.

I am sure, Mr. Chairman, if present secondary provincial highways and many county and suburban roads were rebuilt to modern standards, we could solve many problems pertaining to crowded highways. This will entail the province getting more involved in the financial aspect of county and suburban roads, as the tax base for major road construction should not be borne so heavily by the land, but by the vehicle and gas tax.

The county or regional governments must have more support from the province to carry out a proper road system in their areas. I notice in my own area, Mr. Chairman, where the county was handed back 45 miles from the provincial system a few years ago, the county has not been able to do any major repairs on these roads or even patrol them properly. The counties are falling behind in the general road maintenance and major repairs, and the necessity of updating the subsidies is at hand.

We are sure, Mr. Chairman, that everyone is concerned about safety and we would like to make some remarks on that issue at this time.

The idea of lowering speed limits has been discussed at some length in many areas, especially since the United States had the so-called gas shortage last year. With the speed limit on US highways officially lowered to 55 mph statistics seem to show the lowering of the speed limit was the main reason for the drop in the accident rate. No doubt it did have some bearing, but I also think that the reduced number of cars on the highway also had a great deal to do with it.

I think that the main cause of most serious accidents is the attitude of the driver and how he responds to emergency situations. I also think there are many drivers today who do not have proper consideration for other drivers on the highway. We are

going to have to tighten the reins on bad drivers, particularly those with accident records, and attempt to weed them out of the system.

We should be looking at the speed limits in heavily travelled portions of our expressways where cars are going 70 to 80 mph, almost bumper to bumper.

Another area of concern to me is the lane jumper. On occasions, I have been travelling at 60 mph on the Gardiner Expressway, with a 55 mph limit, and trying to keep three to four cars lengths apart, but the lane jumpers—and I have seen this happen a number of times—the lane jumpers go from one, to two, to the third lane and back into the first lane again, just to get ahead of about five cars. To me, this is irresponsible driving and we are going to have to have regulations to try to control it, and fine them heavily for it.

Another safety idea we should implement is to make all 60 and 70 mile an hour zones automatically reduced 10 mph for night driving. This is used in some jurisdictions now and is certainly something that could be considered when we are looking for further safety measures. I notice that signs now read, "Slow down on wet pavement," or "60 miles on 401 when wet." The first hour or so after a rainstorm is the most dangerous time since the road is slippery from the residue of the usual traffic.

Something else that should be looked into is having TV available on main thoroughfares; this is possible now with modern communications and could be a great benefit in showing in advance the driving conditions ahead. Or signs on thoroughfares suggesting a safe speed due to particular road conditions. Mr. Chairman, what good is any speed limit if the road is a glare of ice? That is when you must use good judgment. I have noticed some cars driven at 60 mph while 90 per cent of the traffic would be going about 40. This is when control is needed, but how do you enforce it? Perhaps modern electronic signing would help.

Driving on two-lane highways such as 17, 69 or 11 on a summer weekend is most frustrating to many drivers, when you find yourself in a long lineup behind a truck, a car and house trailer, or something similar, and cannot pass. This shows up the need for four-lane routes and passing lanes.

Another area of concern related to driving conditions is the number of trucks passing on 401, and the length of time they are in the passing lanes. On one occasion I clocked a truck going side-by-side with the truck he

was attempting to overtake for 4½ miles! The truck attempting to pass finally had to reduce his speed and fall back into the right lane.

I realize this is not a common occurrence as the large majority of truck drivers are most considerate of other people using the road. I find too that the trucking industry drivers are often the ones who will assist people broken down on the highways. Sometimes, were it not for these truckers, motorists would be left practically stranded on the highway.

I believe in the necessity for traffic lights at many more of the busy intersections. I have noticed in my own area that many a serious accident has happened at a busy intersection and a full traffic light would certainly have been a great deal of help if it had been installed. The department has been very backward in this area, Mr. Chairman, and I would hope that you would take a new look at your method of evaluating when traffic lights should be installed at busy intersections.

Again, I have noticed in my area that your department refused lights at provincial highways, but, when the county took these same highways over, that you would approve them but you would be responsible for only 50 per cent of the cost. I think your department should be considering taking over 100 per cent of the cost of these installations as a safety measure.

The use of pup trailers is a matter of concern also, and, since they have been involved in a number of accidents, I question what new regulations you have to ensure their safe use, especially during winter driving. The number of accidents involving trucks of all kinds concerns me, especially in the Metropolitan area as they seem more predominant here.

I do not think you will make safe drivers out of people by fining them for driving a little over the speed limit. The important thing is to stress to the driving public that you must have your vehicle under control at all times. You may recall that the State of Michigan had no speed limit a few years ago, but enforced laws against careless and reckless driving.

We should advertise on TV the accident rates of people of all ages, particularly young people, involved in driving while impaired. We should stress the death rate as well, and the millions of dollars in injuries and property damage. There should be stricter enforcement of highway speed limits and driver habits

should be zeroed in on in high-accident areas. This should be able to be kept in a computer and be easily accessible for driving patterns in certain areas.

Freight rates are a matter of interest to all of us and the 401 corridor no doubt benefits from very favourable freight rates due to the access to the major manufacturing areas. We should be considering controlling freight rates to ensure fair competition, and also to ensure other parts of Ontario are not paying exceptionally high rates as a result of their unfavourable locations. We might consider using freight rates as a tool to encourage industry to locate outside the "golden horse-shoe" area.

We must ensure that PCV licences are used to their maximum for the most efficient hauling of freight, such as making certain that trucks are not running hundreds of miles empty due to a lack of a return licence for some product from the area.

As to class F licences for haulers of gravel and stone, this has been a matter of some controversy of late and I feel that this type of licence should be reviewed and the need for more licences should be examined. The condition of the trucks hauling this material should be considered in the overall plan if these licences should be allowed wide open, or should there be a limited number of these licences issued.

The use of our railways must certainly be considered for long-distance hauling as the energy used to haul by rail is far less than by truck. The use of railroads for passenger service between cities 200 miles apart or less should be improved as the potential for expansion is great, provided that the service is brought up to a respectable standard.

We also should be looking at the potential use of railway rights of way owned by American interests. These rights of way could be used a great deal more if we were to own them, and then lease them to other rail lines, such as CNR, to serve the public and business in the areas covered by their rights-of-way.

Rapid transit: I do not intend to dwell long on this matter, Mr. Chairman, as the member for York-Forest Hill (Mr. Givens), will be in later to deal with it as he is much more qualified to discuss it. I do want to speak on it from a layman's point of view, and, as an automobile user, I feel that we must have balanced methods of transportation in any metropolitan area.

I feel auto expressways plus modern high-speed rapid transit must be available to larger

volumes of people. In my opinion, the subway is by far the most economical and reliable method of moving a large population. We should be pressing with urgency for the expansion of our subway system. We also should be expanding the streetcar system, as the potential for its expansion is very great, with some new systems and cars available.

We should be looking, too, at large buses for city use and using some special expressway lanes for them. I also think we could increase efficiency with shuttle buses on main thoroughfares and stopping at every corner. Further, the necessity of making change could be eliminated by making them free or by using an automatic entrance worked by a 10-cent coin or slug. I would suggest that frequent shuttle buses on streets such as Yonge, Bloor or Bay might remove some of the cars from those streets.

It is ridiculous for the Premier (Mr. Davis) to get up and say that cities are for people when, for the next four years, he does not do anything to improve the system in such a large city as Metro Toronto.

You must have expressways for the visitors to a city, salesmen, truck delivery systems and many other service industries, while at the same time supplying rapid transit for the permanent residents who prefer the comfort of a good public transit system to driving their car to work.

With the province placing all of its hopes on the Krauss-Maffei system, one can only wonder where we can go if this system continues to have breakdowns, even in the preliminary stages. Only today we read of reports from Germany of the trouble they are having on a small test track in the factory at Munich relating to its reliability on curves and the dangers of the magnets receiving too much current from the sensor.

I am concerned, as I am sure many Ontario citizens are, when we see the government advancing \$25 million or more for what is only an experimental testing system when we consider the problems we face in rapid transit. The Premier has failed miserably to provide a rapid transit system for Metropolitan Toronto, yet he continues to make announcements with his Minister of Transportation and Communications that we are going forward.

The transit announcements of GO Urban, dial-a-bus, etc., remind me of the way that for the past three years the Minister of Housing has been building houses with press releases only. Neither have we had advancements in our transit system over the past

three years. The Premier's announcement of cities for people is fine, but how do you move people in streets clogged with traffic?

Mr. Chairman, at this point I would like to make a brief statement with regard to the transit system. I want to give it now so that when Mr. Givens comes in and perhaps asks some questions, you would have the information available for him at that time. It is quite a brief statement.

At one time, GO Urban was hailed as the ultimate solution to our transportation problems. Now, in the words of one transit reporter, "it is not the only way to go, but one of several ways to go." That's a big change. Since the Premier's Science Centre announcement concerning transit, intermediate-capacity Maglev transit has come under attack from all angles.

We have seen the operating costs increase, by the government's own admission, from one cent per passenger mile—the figure used back in May, 1973—to at least three cents per passenger mile, the figure given to the Metro transportation committee in December, 1973, and still thought by some to be low.

We also saw the civil engineering cost of the test demonstration system rise from an estimated \$6 million to at least \$13 million. Of the part of the contract subject to increases, the increase amounted to over 100 percent. We will inquire into this matter further. We welcome your effort to review these costs and the recent announcement that they will be cut, but we reject the excuse given that inflation was the culprit. It should be pointed out that if you cut out a station and over 1,000 ft of track, nobody should be too surprised if cost savings result.

We will also be inquiring about your efforts to market GO Urban and the actual significance of the recent deals with Alberta and McDonnell-Douglas of the United States. Since last year's estimates the Ontario Transportation Development Corp. has been working on light rapid transit and we will ask questions about that too.

We also intend to request revised costings on a per-mile basis for GO Urban figures, which were promised to the House months ago and still not tabled. We also want to know what costs related to GO Urban at the CNE have not yet been made public. To the best of our knowledge, the costs of utility relocations, road alterations and sodding, etc., have not been added to the total amount presently quoted for the project for the government.

Finally, we want to discuss a recent study by the Metro Toronto transportation plan review on the effects of a GO Urban line along Eglinton Ave. This report is most important, as it seems to be saying that you just can't slap GO Urban down any old place and expect that it will be greeted with the hosannas that the Premier expected, but rather it must be accompanied by careful planning and urban renewal.

No, it is not the flexible palliative for transit problems that we were told it was. On the contrary, it is limited in its application because of its cost and physical attributes. The sooner we realize this and get on with the job of building conventional systems needed immediately, and stop dreaming about expensive and exotic and, in many cases, totally inappropriate technology, the sooner we will really be solving transportation problems.

Mr. Chairman, I will speak briefly on the matter of school safety, since the member for Huron (Mr. Riddell) will be discussing this matter thoroughly in the proper vote. I believe that the stop-lighting system leaves something to be desired. I have had complaints that bus lights do not show up during the bright sunlight hours. Also there is the matter of having an arm that drops down on the left side of the bus when it is stopping. I have seen this on some buses now.

I am concerned, also, about using school buses to transport children 100 miles and more on highways to visit Toronto or other metropolitan areas. I believe that the general construction of these buses is not suitable for high-speed highway driving. Normal highway transport buses are much heavier and most have an extra axle, in addition to padding in the interior.

That's all I have at this time, Mr. Chairman. I have a number of questions on some of the votes and I'll leave them for that time. Thank you.

Hon. Mr. Rhodes: Mr. Chairman, I'll make some brief comments on the remarks made by the hon. member. First of all, on the first portion of your remarks, I would think that you could very well have prepared my opening statement. I couldn't agree with you more that, as far as this ministry is concerned, there is a very real need to do more highway work and extensive highway work in the northern part of the province. I think that some of the efforts that have been put forth in the last few months have indicated that I fully agree, and intend to continue that.

You mentioned that there should be some discussion with the federal government. I think it is fair to say to you that those discussions have already started; I must say that for the first time in some time I have received some hope from the federal Minister of Transport that he is willing at this time to discuss the possibility of discussing assistance that may be available for the Province of Ontario, similar to that that has been given to practically every other province.

I make no bones about it; it doesn't make you feel very happy when you find out that federal moneys are being expended in other provinces. And when we inquired about the possibility of getting these funds, we were told, "Not at this time." They were available elsewhere, but not in Ontario.

So, I am gratified that the federal minister is starting to think that way. We are all set to renegotiate with the federal government, anytime. I really believe that is how we are going to get a fit and proper Trans-Canada Highway system across the northern part of this province.

The passing lane programme: Well, I think it goes without saying that that has been upgraded considerably in the north. We are doing as much as we can within the financial limitations of the budget to continue with the programme of four-laning on highways 17, 69, and 11. Those, to me, have a priority, and I certainly "desire it to happen"—to quote your words.

Secondary local roads: We have looked at putting in more money into that programme. I agree that they have to be upgraded and brought up to a higher standard. With the heavier vehicles and the greater volume of vehicles, these roads have to be brought to a higher standard, too. And they will, I think, assist in carrying more traffic through the area.

I think we might get into some difficulty if we went into the existing rights of way and try to go into a widening programme, because there are all kinds of problems. We can deal with those later, I am sure.

Farmland: The saving of farmland is very high on our considerations. I would draw to your attention, for example, the Peterborough bypass. The decision as to where the corridor would be was almost entirely dictated by the survey that was done by the Ministry of Agriculture and Food, in conjunction with the farmers in the area, as to where the least amount of arable land would be affected. We will continue that pro-

gramme through the environmental branch of the ministry.

I'll touch briefly upon your comments on safety. No one can be against safety, and I noted that you do not disagree with the position that I've taken as far as speed limits are concerned. We've looked very seriously at the possibility of reducing the speed limits as a method of cutting down on fatal accidents. We are not convinced to this day that the statements that came out of the US were accurate.

I think that speed limits, regardless of what they are, have to be enforced. There has to be a greater degree of enforcement to take off the highways those people who are, in fact, breaking those laws—not only the speed limits but as you have suggested, I think quite accurately, those who are hopping all over the road, changing lanes and just generally having no consideration for other users. An education programme is being developed and will be developed and extended in this area.

You touched on the transit systems. I'm sure that the member for York-Forest Hill and I will have much opportunity to discuss this in the future, but it must be said right at the outset—as has been said from the outset—despite the comments that have been made that the province has dealt exclusively with the Krauss-Maffei system as being the only transit system, that is just not factually so. I think you can go back and read any statements that were made; this was a development of an innovative mode that would be complementary to all other modes of transit. I can say without any hesitation that any municipality in this province that came to this ministry and asked for the subsidies that are available—and they are substantial—to develop any type of transit system, has not been refused. Be it light rail, be it subway, be it buses, whatever the system was, if that's what the municipality wanted and that's what it wanted to expand and have grow, we were prepared to give the necessary subsidies, both for capital acquisition and for studies that could be carried out, and to absorb our committed portion of the operating deficit.

The development of a light rail streetcar has been carried out extensively by the Ontario Transit Development Corp., and I can say that at the present time we are being approached by many municipalities in North America to supply that particular type of streetcar for them; the most obvious being the city of Philadelphia, which is very keenly interested.

So I must point out very emphatically that to point to us and say that we have been dealing only with one mode of transit, is just not correct. We are looking at every mode and we are involved with the TTC in the acquisition of their new buses. We've been dealing with the Flyer company in western Canada, but unfortunately they've got into some difficulty and we are not able to get the buses from them. We'll go to General Motors and do it.

But we have not at all turned our back on the regular forms of transit. I point to the GO system, which I think really proved its worth in this area as a result of the transit strike. When we had the regular transit system down, that GO system carried as many as 70,000 people in one day and it certainly proved its worth. And it will be upgraded—that's in the plans—through the Toronto Area Transit Operating Authority; to extend that GO service, to improve it, to upgrade it, to go to the super GO, to put in the double-decker cars.

So when someone points to me and says we are not looking at all modes of transit, I find that a questionable comment if you really are aware of what has been done and is being done in the way of rapid transit. Thank you, Mr. Chairman.

Mr. Chairman: Mr. Germa.

Mr. M. C. Germa (Sudbury): Mr. Chairman, I'm very pleased to see that we have a minister from northern Ontario, and I'm thinking that because of your geographic location maybe we in northern Ontario might in the future expect some service which very many people in northern Ontario feel has been missing. I suspect that the motivation behind this alienation of northern Ontario, which is manifested in the presence of a committee calling for the separation of northern Ontario, is related very closely to the policies of this ministry in the past. There is nothing more frustrating in northern Ontario, I believe, than the lack of adequate and rapid and good transportation services. This is one of the greatest shortcomings that we in northern Ontario have.

I look forward to this minister taking steps to overcome the gap which has persisted, and appears to be growing even as of this year, in the transportation which is supplied to the residents of the north as opposed to those in the southern part of the province.

I'm fully aware of the per capita expenses between north and south, and I fully realize that if these were translated directly it would

appear that we in northern Ontario are being subsidized. But I think further than just looking at the dollar figures per capita, we have to assess and evaluate the climatic conditions, the terrain, the mileages and all those other factors which go into overcoming an inadequate transportation programme.

I should probably let the minister know that in various parts of northern Ontario, and I have travelled extensively, a nickname has been coined for him. It is not a derogatory nickname but they refer to the minister as "Bumpy Rhodes," which is descriptive of the roads to some degree. I don't think they were talking about you personally but I think they were tying your name with the road surface which, as you are well aware, in most instances is very bumpy.

I do realize the terrain that roads have to be built on. You go from a rock ridge to a swamp area and it's pretty hard to build a roadbed which can stand up under the severe frost conditions and this unstable subsoil. But despite all of the problems, I think there has to be major effort put into northern Ontario in order to bring us someplace reasonably close to what the rest of the people are enjoying.

As for the programme of passing lanes, I have seen some effort on behalf of the ministry to put in some passing lanes. They have done a little bit of work on Highway 17 between Sudbury and Sault Ste. Marie. I think there are four or five passing lanes in there now. But I could say that on the Highway 69 approach to the city of Sudbury the minister has lost several opportunities there during repaving programmes. There was one in particular one year ago. There were 19 miles of reconstruction done and in these 19 miles there was no passing lane added at that time, despite the fact that your predecessor said that he would take every opportunity whenever a construction programme was instituted to include a passing lane in that particular area.

I think there has to be emphasis put on passing lanes, particularly because of the rough terrain—the hills—on account of the curves and on account of the two-lane highways which predominate in northern Ontario. I believe there are only about 4½ miles of four-lane controlled-access highway in all of northern Ontario.

Hon. Mr. Rhodes: All around Sudbury.

Mr. Germa: It is west of Sudbury, from Sudbury to Lively. Of course, it took about 3½ years to build that 4½-mile road. I still

don't know to this day what the delay was, but it certainly was a long time in coming. There have been certain works done, and we in Sudbury appreciate that the government did see fit to put in the southwest bypass between Highway 17 and Highway 69. The minister was in town a few weeks ago and he cut the ribbon. He cut a ribbon on another bridge at the other end of town.

Hon. Mr. Rhodes: I cut the ribbon on the previous day.

Mr. Germa: We officially opened it before the minister got there. It was already going.

Mr. W. Ferrier (Cochrane South): He is a really good man with the scissors.

Mr. Germa: But we had to get the Tory blue in there some way so the minister came up with this roll of red ribbon and he did cut it. We had a good time after you left, by the way.

Hon. Mr. Rhodes: I am sure you did. You were having a good time before I got there.

Mr. Germa: I don't know what's wrong with that highway, Mr. Minister. I don't know if you are aware that just last Saturday, or the Saturday before, there were two transport trucks upset on the brand new road. I don't know whether you have an answer to that question. Maybe you could give me an answer to that. I read in the press that both of these drivers have been charged with impaired driving.

Hon. Mr. Rhodes: That's probably the answer.

Mr. Germa: No, Mr. Minister, that's not necessarily the answer. Usually what causes an impaired driver to go astray is when he comes upon some unforeseen hazard. Now, I am not trying to make the case for an impaired driver.

Hon. Mr. Rhodes: The unforeseen hazard was the hotel he stopped at on the way. If they are impaired drivers it's pretty difficult.

Mr. Germa: Well, if I understand what transpired, Mr. Minister, is that where this highway joins Highway 69, of course, you come abruptly to the highway going north and south. Apparently, if I understand what happened, these people did not know that the highway terminated at that point. You see, the highway comes to a very sharp termination there; in fact, it ends in a swamp and I understand that they overshot. Now maybe there is something lacking in signing,

I don't know. I didn't inspect the site but presumably your people in Sudbury could take a look at this because it's not every day that you get two highway tractor-trailers upsetting at the same spot on the same afternoon.

Hon. Mr. Rhodes: I must confess quite frankly, when I read that I wondered what was causing it. I didn't know whether it was a fluke of nature, but if it is occurring that regularly, we have to find out what is causing it.

Mr. Germa: That leads me to another point, Mr. Minister. These tractor-trailers on our highways are proliferating at a great rate—I think at a faster rate than we are building highways—and I have been concerned about this for these many years. It plagues us more and more in northern Ontario because of the nature of the highway—it has to be curvy and it has to be hilly. We cannot pass on curves and we cannot pass on hills so therefore we cannot pass tractor-trailers—unless you supply us with a passing lane. So I am concerned about these PCV licences. There are even some people who figure that PCV licences should be scrapped altogether.

There was a programme when the energy crisis hit us a year or so ago where one of the truckers' associations was going to try to co-operate and reduce the number of unloaded vehicles on our highways. Now you know how restrictive some of these licences are—that a truck can haul lumber out of northern Ontario and because of his restrictive licence he has to necessarily go back to northern Ontario empty. If this happens—it doesn't happen in every instance, but in very many instances—a lot of these trucks are returning empty because of the restrictions applied to the PCV licence.

Certainly, if we were to change that and allow trucks to carry various loads in both directions, certainly it would reduce the employment factor. But I am not sure that our highways are built just to create employment for truck drivers driving empty trucks all the way from southern Ontario back up to Foleyet or Chapleau.

When you couple that with the energy shortage, then you can readily see that commodity prices have to reflect the waste involved with a truck travelling empty several hundreds of miles to pick up his next load. I think something has to be done about that; the truckers' associations themselves are concerned—and I am sure the minister is aware that they made this announcement fully a

year ago. Yet I have not seen any direction from your ministry to try and use energy in a more efficient manner, because we all know that it is not unlimited. Not only that. The roads were built at public expense, on behalf of the general public, and to clutter them up with empty vehicles to me just seems unrealistic. I fully believe that something has to be done about that.

I am also concerned with the safety of these vehicles. After the disaster we had, I think it was in March, 1973, on Highway 400, certain inspections were carried out and I understand the ministry has men on the road right now, and they are finding a very high percentage of trucks that are mechanically unfit to be on the highway.

I am also concerned about the driving habits of some of the people who drive our trucks. I think this is a very weak area where you have no control whatsoever. I would advocate the institution of a log book system, somewhat similar to what they have in the United States, whereby every movement of that truck has to be logged, and by law the driver is only allowed to move that truck so many hours per day. In the United States he would not be allowed to stay behind the wheel for 24 hours at a stretch, which has happened in Ontario. Maybe not 24 hours, but extra long shifts. I'm sure you must realize the hazards of this.

In the United States, any police constable can pull a truck over and ask for the logbook. If the logbook doesn't show that the driver has been off the highway for at least eight hours in the past 24 hours, he is subject to a charge. I think this would be one way to get a handle on truckers who, because of the mileage incentive system, stay behind the wheel longer than they should.

Another event which I'm very concerned about was the decision by the Canadian Transport Commission on March 14, 1974, to grant permission to Reimer Express Lines Ltd. and Imperial Roadways to truck on Sunday. I know the minister has taken steps to appeal to the Supreme Court to overturn the decision of the Canadian Transport Commission. I did ask the minister, during a question period in the House, to seek an injunction to restrict these people from putting their licence into effect until such time as the Supreme Court had ruled. The minister didn't seem too interested. I wish he would seek an injunction. Once these people are allowed on the road on Sunday I think it's going to be very difficult to move them off.

I don't know when the appeal will be heard, or whether it has already been heard.

What I really want to know is what the minister is going to do in case the Supreme Court does not overrule the decision of the Canadian Transport Commission. What steps has your ministry thought about taking to protect our highways on Sunday?

I would like to offer a suggestion. I don't know whether it has any validity or not. I would suspect that a special licence could be instituted which would provide for a six-day operation. A licence that is only good for six days. It could be a Monday to Friday licence, or a Monday to Saturday licence. Whether this would contravene the Lord's Day Act or some other federal statute, I'm not aware.

I think the minister should think about taking some steps to protect the highways on Sunday. Right now, even though it is illegal for most of these trucks to operate on Sunday, I know a couple have licences to operate from New Brunswick into Montreal and various other routes. Illegal Sunday trucking at present almost precludes people from getting in their car and taking advantage of their weekend rest period. I would suggest looking into the issuance of a licence which would preclude truckers from using the licence on a Sunday. It might be an oversimplification of the situation, but I think it's worth thinking about. Maybe you can come up with a better suggestion.

Regardless of what happens, I think we cannot tolerate Sunday trucking on the roads in Ontario, particularly in the north where we have all of these hazards.

Another item in reference to trucking was an incident which happened on one of our four-lane highways. A truck loaded with molten aluminum upset. No one was injured, and nothing was burnt down. We were extremely fortunate there wasn't a catastrophe because the accident happened on the Queen Elizabeth Way. More than 20 tons of molten aluminum running down the highway could have caused a major catastrophe. I believe some restraint must be put on what a truck can carry on the highway. We just can't allow this thing to proliferate. Many of us didn't have any idea that molten metal was hurtling down the highway at 60 or 70 miles an hour. Certainly we have to get a handle on this. We all knew about the acids and the cyanides and various other things which are transported, but this was a new one to me and it frightened me considerably.

I would also like to say something about the direction the ministry is going. If one looks at the estimates we will see that a new direction is taken by the moving of funds

from one area to another. I intend to ask specific questions when we come to these things. Maybe if someone would listen now, they might dig up some answers.

When I look at the main office I see that the services part of the main office budget is up to \$1.3 million from \$167,000, which is almost a 700 per cent increase — quite a phenomenal increase. Supplies and equipment are up 74 per cent in that particular office. Under policy development I see that services are up to \$1.8 million—about an 85 per cent increase; supplies and equipment has gone from \$36,000 to \$383,000—that is a 963 per cent increase and certainly we have to find out what is going on there; acquisition, construction of physical assets is up to \$15 million from \$7,118,000.

At the same time I see that some of your budgets are going down. Your GO-Transit budget, I believe, is down phenomenally, and this is one of the most successful programmes you have had. You are down from \$16.6 million to \$5.1 million. I would certainly like to have that explained to me.

Mr. Minister, I am quite interested in the topic which came up in the House today—the Krauss-Maffei development programme—and certain bugs which seem to be developing. It seems to me that we have all our eggs in one basket. If this thing doesn't go then I think we are 10 years behind the rest of the world. I want assurance from the minister that this thing is really going to function.

At the same time I would also ask him if he is familiar with the dual-mode system which was conducted in Milwaukee in 1971 by Allis-Chalmers. The dual-mode system is an alternative intermediate capacity system which apparently has something going for it. There is nothing functioning right now. I understand the US federal government is putting \$20 million into Milwaukee to see what can come out of this.

The name dual mode implies that it is not a reserved right of way—it is what they call "enrichment" of a facility that already exists. It would be enrichment of the present day buses in conjunction with enrichment of the highway surface so that these buses can be driverless even on a highway or a roadway which is also using private vehicles. It doesn't adopt a whole new concept whatsoever. With the Krauss-Maffei system we are scrapping those things in which we have an investment.

We know that light rail transit could be enriched in order to carry the same capacities

as the Krauss-Maffei system would, and I wonder where we are going on this particular project. Certainly I realize that some of the mechanical defects which are coming to light every day can be rectified. If you have enough money, of course, you can make anything function, but there comes a point where you have to get certain benefits from the dollars that are expended. I would like to know the present costs on the Krauss-Maffei system and what the estimated finishing costs are going to be.

I would also ask the minister: Did he have a representative at the first international Dual-Mode Conference in May in Washington? This was a conference where the project carried out in Milwaukee was discussed by people who are interested in finding alternative means of mass transportation. I would be very disappointed if the minister didn't have someone down there.

I have talked about this system with various transportation officers, who know already that the Krauss-Maffei system is going to be too expensive for them. Take the city of Sudbury, for instance—we will never be able to afford the Krauss-Maffei magnetic levitation system. But I am informed that a dual-mode system, at a cursory glance, might fit into a city the size of Sudbury, something around the 100,000 population figure. Certainly by having these driverless vehicles you would save about 70 per cent of the wage costs of driving vehicles.

I do not have too much faith in the computer-operated, driverless vehicle. We know it hasn't worked as of this date on the BART system in California. In fact, I read in an article that the BART trains were originally constructed without a front windshield, and they have since had to cut a hole in the front of the trains so that the drivers can see out, because they just can't maintain any kind of headway on the computer operated system.

Here we are, surging relentlessly ahead with a system designed to be driverless—the Krauss-Maffei system—and we have evidence that this is not going to be accomplished through a computer-controlled, driverless train. I think the BART system demonstrates that.

I have no reason to believe that we have any better technology, even in Canada or in Germany, than that used by BART. BART used a lot of the people who had been in the space programme, and these were the ultimate engineers in computerized operations. And yet they have failed miserably in bringing this train to meet any of the specifications at all, as far as headway is con-

cerned. It was originally designed to have a 22-second headway; I understand they are running about 10-minute headways. They have had some near misses as far as computer operation is concerned, and I want some assurance that with this expenditure on the Krauss-Maffei system that it is going to work.

I am going to say more about this, Mr. Minister, when we come to that vote.

I would like to raise one more thing, and that is the noise that the minister has made about seatbelts. You sort of went both directions at the same time on the adoption of seatbelt legislation in Ontario. Did you not say at one time that you were thinking of introducing seatbelt legislation? And then, a few months later, you recanted and said: "No, I don't think I will."

Hon. Mr. Rhodes: Let me simply interject here and say that I did not at any time go in both directions at the same time. I know what direction I was going in, and I am still going in the same direction as far as I am concerned.

Mr. Germa: Well, let's say you went different directions at different times.

Hon. Mr. Rhodes: I have made it very clear. If anyone should know about circles, it is hon. members of the Liberal group—they have been going around in them for centuries!

An hon. member: You were there for a while.

Hon. Mr. Rhodes: And I had enough brains to get out!

Mr. F. Laughren (Nickel Belt): Yes, sure, you and Pierre Benoit! You are some pair.

Interjections by hon. members.

Hon. Mr. Rhodes: Let me simply say this, as far as the seatbelts are concerned—I will interject it right here. I have said before that I am completely convinced that seatbelts are a major contributing factor to saving lives in automobiles. I wear them all the time and they are worn in any vehicle by my family—and anyone with me that I have some control over wears their seatbelt. I will continue to wear them. I think the statistics prove they are a major safety factor.

But I simply say to you, as I have said publicly—and said it in Winnipeg with my nine colleagues from every province who are responsible for this area—that we just cannot

make it palatable to the people of this province or, for that matter, across the country. They just don't want more legislation.

People have said to me: "Sure, I think seatbelts are great, but let me make the decision whether I put them on or not." And people just simply said: "We will not wear them." There isn't any point in making a whole bunch of criminals out of people, because it was going to be a very difficult law to enforce. All I can say, I have to go to an educational programme and hope it will work.

Mr. Germa: That was what I was going to say, Mr. Minister. It is not black and white that if you pass legislation people are automatically going to put on their seatbelts, but I am asking you what you have done in trying to educate the public into adopting the usage of their seatbelts?

If you do a little research you will find out that various countries have done certain things with some success. In Great Britain, beginning in 1972, they are spending £1.5 million. Already they have raised the seatbelt usage from 12 to 15 per cent up to nearly 30 per cent; so they have almost doubled the usage of seatbelts and they haven't spent all the money yet.

Hon. Mr. Rhodes: Your research didn't go quite far enough. They spent the money, they raised the usage, and it's gone right back downhill again.

Mr. Germa: Maybe you could take over from there. Once they get it up to 30 per cent, you are going to find a way to hang on to that 30 per cent.

Hon. Mr. Rhodes: I hope so; we are starting a programme.

Mr. Germa: I am asking just what is being done to try to promote the wearing of seatbelts. From the facts and studies that have been done we see that not only do the deaths go down but the severity of the accidents is also decreased. I am glad you have that position that seatbelts are a worthy thing, but I am asking you what are you going to do to see that they are effective.

Hon. Mr. Rhodes: I can only tell you that, as a result of recognizing the introduction of legislation was not going to help, we immediately went to a programme of developing an extensive educational programme. It is in the process of being developed right now. It will be used extensively all across this province, in all types of media, and

demonstrations will be going into the schools. It will be a very, very intensive programme to bring the facts before people of the advantages of wearing seatbelts.

I am not talking now about these shock films that they had where they brought people in and showed gory messes all over the place. They were nothing more than just going to watch a Dracula movie; they didn't really have any impact. I am talking about the type of communication with people that will get the message to them, starting in the schools with the young people, the future drivers—going in, for example, with a sled mechanism where you can actually demonstrate what happens if you are going at seven miles an hour with a seatbelt or seven miles an hour without a seatbelt, and what happens to your body when it stops quickly. This sort of thing we really think is the only way you can go in and demonstrate the actual physical involvement of what can be done by wearing seatbelts. That is the type of programme.

Mr. R. Haggerty (Welland South): I hope you apply some regulations to school buses on seatbelts. If there is any place they are needed, it is there. These youngsters are bouncing around like—

Hon. Mr. Rhodes: I couldn't agree more with you. I'll tell you what I will do, Mr. Haggerty. I am prepared to put a couple of school buses out with seatbelts in them, but then I want you to drive one, and I want you to assure me that every youngster in that bus, under your care and control, will be wearing a seatbelt.

Mr. Haggerty: They are having a problem now, though, aren't they? It's a problem for the bus driver to keep them in their seats.

Hon. Mr. Rhodes: I rode one not too long ago. It is a hair-raising experience, I'll tell you.

Mr. Germa: Could I raise just two more points, Mr. Minister? Then I will be finished as far as my opening statement is concerned. I am back to trucks again. I missed one point which I think is worthy of bringing to your attention. I am reading from "Truck Canada," September, 1973, and it says: "Triple Trailer Demand Predicted to Rise." I guess you know what a triple trailer is; that is the second pup. Now, it says here:

Citing an outstanding safety record, the burgeoning energy crisis and the need to move more farm products to the marketplace faster, Mr. Fred Myers, director of

research of the US Western Highway Institute, predicted that triple-trailer trains will increase in number on US highways. The use of these trains is now restricted mainly to Alberta, Oregon and Nevada. Other states where they have operated are Washington, Montana, Wyoming, Idaho, Utah and New York.

Now, I recognize that up until this moment we don't have triple trailers on our highways, but I also recognize that the trucking companies using the energy crisis and the food shortage and everything else, are going to apply severe pressures on this ministry. I would like the minister to maybe take a position early in this fight so that we don't get locked into these triple trailers. I certainly think it would be a bad move. I am amazed that only Alberta has acceded to their wishes so far. I wish you would make a response to that.

Because there's no item in the estimates, I'm going to raise the question of the communications programme you announced for remote parts of northern Ontario. I notice that there's no funding—or I cannot find any funding—in your estimates for this particular programme. I believe that this is an important programme and I would like some answers to that.

With that, Mr. Chairman, I will close off.

Hon. Mr. Rhodes: Thank you, Mr. Chairman. I won't go into any detail on the opening remarks of the hon. member, when he discussed the situation as it relates to highways in northern Ontario. He and I do not disagree; we see eye to eye on that one right down the line. Perhaps I would only add this comment, that I think there's no question that highways in northern Ontario are going to be more expensive to build. You've got huge rock cuts, and the type of terrain that he mentioned in his remarks is correct. I think that one of the things that has to happen because of the severe winter conditions is that there has to be an upgrading in the maintenance programmes that are carried on on northern Ontario highways. There is no question in my mind at all that you can't use the same standard of sanding and salting in northern Ontario as you can in southern Ontario, nor necessarily the same standard of plough. There's got to be more emphasis on maintenance, especially winter maintenance, in the north.

As far as tractor-trailers are concerned, I'll tell you right now that as far as this minister is concerned there will never be triple trailers in Ontario. This is just unacceptable. Alberta

has them because Alberta probably is the only province I know of that doesn't even have any regulations on their trucks as far as PCV are concerned. There will be no triple trailers allowed on Ontario highways.

I point out to you an example. We are the only province right now I believe—and I stand to be corrected by my officials—that has a width limit and insists that if you're going to move anything beyond a certain width you must have an escort. So we are conscious of the size of these vehicles and there will be no triple trailers. Good Lord, I can just imagine a whole raft of those going down Highway 17 or 69 or 11 in the north. We'd have to get out. We'd have to leave.

The taking of unsafe vehicles off the road: We've got a programme started in that direction. We're increasing our enforcement, inspection programmes are increasing, and we are making a concerted effort in the ministry to get unsafe trucks off the road.

The logbook situation is one that was discussed when I was in Winnipeg not too long ago, again with the other ministers. Frankly, I don't think any consensus was arrived at. It's being tried, I think, in one or two of the western provinces at the present time, and we've agreed that we'd like to see what sort of success they have with it. It certainly has some merit to keep track of how many hours the drivers are going.

One other area we are going into is the classified licence, where we're going to require people to prove their ability in handling the various types of trucks that are on the highway. As it stands now, really, you can get a chauffeur's licence and if someone is silly enough to let you drive his tractor-trailer you can drive it, or any size of vehicle, just if you have this licence. We don't think that's correct, and so a person now will have to prove his competence in driving the various sizes of trucks before he will be given a licence to operate them. I think that will be an advantage, at least, in knowing that the operator of that vehicle has some competence in handling it.

Mr. E. Sargent (Grey-Bruce): Why don't you start policing the operators and make them have a review of rate structure for trucking?

Hon. Mr. Rhodes: I am sure we will have a discussion with that one later on in the estimates.

Mr. Sargent: Yes, but you're damned tough on the little guy who drives the truck. What about the operators themselves?

Hon. Mr. Rhodes: I think we are—

Mr. Sargent: You're not doing a thing about it.

Hon. Mr. Rhodes: Well, if you're going to ask the question and answer it, don't bother me. Go and talk to yourself in the hall.

Mr. Sargent: You give me the same answer every time I see you in the hall. For two years now you've been saying that. Don't get smart with me, John.

Hon. Mr. Rhodes: Don't you sit there and get smart with me either.

Mr. Sargent: Listen, buddy, you've been telling us the same old crap for two years about that, and it's about time you got straightened around.

Hon. Mr. Rhodes: Let me tell you something, you're not talking to Russell Rowe now, either.

Mr. Sargent: Oh, baloney. You've been giving these guys a free ride for years. It's costing us for trucking in Owen Sound.

Hon. Mr. Rhodes: At the present time I'm responding to the remarks of the hon. member for Sudbury. We'll discuss your subject, and I'll be quite happy to discuss it with you, at the right time.

Mr. Sargent: You'll have some doubletalk for that, too.

Hon. Mr. Rhodes: Well, you're an expert on doubletalk, I'll go along with that.

Mr. Sargent: Yes, okay. We'll see. We'll see.

Hon. Mr. Rhodes: Now, first of all we'll go back to the Sunday trucking situation. We have had a meeting with the Ontario truckers' association, which, I am pleased to report, is fully in support of regulating Sunday trucking. They are prepared to support it. The offices of the Attorney General (Mr. Welch) and the Solicitor General (Mr. Kerr) have worked together with people from my ministry to come up with what we think will be the type of regulation and control. This rule is being finished off at the present time and should be brought forth very shortly. It will give us, we hope, the control that we want on being able to control vehicles on our highways and on specific dates as well. We think it's going to work. Again, I emphasize we've had the support of the OTA in this effort to get the trucks off on Sundays. The Reimer case that you referred to will be

coming before the courts on Dec. 10 and we are hoping we can win that one. Whether we win it or not before the Supreme Court, we are still going to go ahead with our own regulations to have our own control.

Molten metal and hazardous items on the highways are frightening things. In that turn-over on the Queen Elizabeth Way we were just awfully damned lucky that we didn't have a really serious situation. That is being looked into at the present time by people from my ministry along with the Attorney General's office to try to come up with something to control this sort of thing. You mentioned molten metal. There's another thing that has been going on for a long time and that is hot asphalt being moved on the highways which is just as dangerous. We hope to be able to come up with something in conjunction with the federal agencies to control this sort of thing and to do what we can to make it not occur.

I might just as well go on and touch on the GO Urban situation. I'm not familiar with the dual mode personally. I have been advised that we did have people at the conference you were talking about. You said the United States federal government is putting \$20 million into that programme in Milwaukee. The federal government has put a lot of money into various modes. They were into BART and they were into Morgantown. They have a great record of failures. If they are going along in developing this dual mode, I think that is just great. I hope they go ahead and I hope they spend whatever funds are necessary. We can monitor it and watch it. I've said before and I say again that we are not married to any one mode. If there is another mode that comes along that can do the job, then by all means we should be involved in it and in the development of any new mode that can be used in the city of Sudbury or my hometown or any of the smaller communities.

Going back to the question of whether the Krauss-Maffei system could work in Sudbury, I don't think it was ever suggested that it could be competitive with a steel-wheel operation or a rubber-tire operation. I don't think we ever said that. We aren't suggesting that it could be competitive in the city of Sudbury. If the dual mode is the type of thing that would work in Sudbury, then I think there is a responsibility of the urban transit development corporation to make the technology and the information available to a city like Sudbury to determine whether they want to use it or not.

You're talking about driverless buses. I don't know about putting a driverless bus on a road where there are people driving cars. I think I would rather have some control of it or having it on a rail. I don't understand the mode but I would like to see how it works. We have never ever forsaken light rail transit and I repeat that again. We have always said that and the corporation has worked continually with the development of light rail. We support any community which has asked for and wants to put in light rail transit. We are prepared to support them with the regular subsidies any time.

I know there has been an effort by people to try to get across the story that we have divorced ourselves from all other modes of transit. It is just not correct. We have continued with the subway programme. The Spadina subway is something that is getting going; we are subsidizing that. We are involved with the acquisition of streetcars for the TTC. I mentioned the acquisition of buses before. If you are going to compare magnetic levitation—a brand new and admittedly innovative method, which is something different from what is the conventional—steel-wheel operations, there is no comparison.

The only thing I am asking you is, is anyone prepared to say openly that we should not investigate any other modes, any other non-conventional things? Should we just simply say that from now on we will always have as our transit method steel wheels on steel rails or rubber tires on cement? If that is what you think we should be doing in transit, I personally don't agree. I think that we have a responsibility in major municipalities to be looking at something different, something that is more acceptable as far as the environment is concerned, that is more acceptable as far as the noise situation is concerned and that can move people quickly and efficiently in an intermediate capacity system.

I repeat again that I do not for one minute say that the magnetic levitation is the only method nor do I say it is the one that is most desirable in every community. What may be very desirable here in Metropolitan Toronto certainly isn't going to work in my town or yours nor are we going to put subways into your town or my town for a long time to come.

Mr. Haggerty: That's a heavy expenditure if you are talking about putting them in one city. You are telling us here that it is only good for the city of Toronto.

Mr. Ferrier: We have lots of underground trains up in Timmins.

Hon. Mr. Rhodes: I think what I am saying is that this sort of a system can work in Metropolitan Toronto because of the passenger volume. I think it could work in a city the size of Hamilton and the size of Ottawa, and perhaps London, but it isn't going to work in a community of 40,000 or 50,000 people. It just isn't going to work there.

Mr. Laughren: I am worried about what you are going to say to the people in Timiskaming.

Mr. E. M. Havrot (Timiskaming): You worry about the Nickel Belt, I will worry about Timiskaming.

Hon. Mr. Rhodes: For the people in Timiskaming, we think buses are going to work very well.

Mr. Haggerty: Talking of this dual phase in moving people, I can think of an elevated railroad that was constructed in 1895 from the village of Ridgeway, Ont., to the "play centre of North America" at Crystal Beach. They used to run it with batteries. It used to run on a trestle.

Hon. Mr. Rhodes: I will have to take your word for that because I don't remember that far back!

Mr. Haggerty: No. But it is worthwhile for some of your engineers to look into this. It was successful at that time.

Hon. Mr. Rhodes: Sure, but I can show you an elevated train today.

Mr. Haggerty: So it is nothing new you are telling us?

Hon. Mr. Rhodes: No. Elevated trains are not new but I don't think I would want to be the person who suggests we are going to put an elevated train similar to the one in Chicago into Toronto.

Mr. Haggerty: This one carried people in cars. At one end you would have to charge the battery and when you got to the other end, you would have to recharge it and come back again with a load of passengers.

Hon. Mr. Rhodes: The hon. member suggested there is no automatic system. I must question that because the Victoria line in London, England, is totally automated. You can get on that thing with nobody operating it at all. Now they have an operator because

of an agreement with the employees. But you don't need an operator. I have ridden on it, and it operates totally by itself, off a computer. It stops, goes, takes switching, goes into the station, opens doors, loads people and takes off, all by itself. There is a totally automated system that can work. So it is not totally innovative to say you are going to go to total automation.

The question about seatbelts I think I answered as to the educational programme we want to carry out.

Back to trucks for the moment, we recognize all is not what we would like it to be. I know the member for Grey-Bruce is going to say I am giving him doubletalk, but that's not true. We recognize it is not all it should be as far as the PCV and the trucking situation is concerned. We have had a total review of the whole trucking industry in Ontario that will be completed by spring. It will include the licensing of trucks, everything. It is not a great system and I am the first guy to admit it. It is probably the best you can get, following along with what we had. We hope to get this report out, have a complete and open look at the whole situation and come up with a whole new system.

Mr. Sargent: Before the election?

Hon. Mr. Rhodes: I hope so. I am not as impressed with elections as you are. Elections don't bother me, or dates.

Mrs. M. Campbell (St. George): You will be after tonight!

Hon. Mr. Rhodes: You can only win or lose and you have had some experience at both, dear.

Mr. Germa: Mr. Chairman, we recently attended a municipal-provincial-federal conference in Sudbury. The minister was there. It had to do with the federal railway relocation bill, which is related to the transportation policy of Ontario as well as across Canada. The government's position at that time was that they were not going to participate to the extent of one red cent as far as railway relocations were concerned in the downtown cores of our cities.

What I interpret that to mean is that, effectively, Ontario has scuttled the railway relocation bill as far as it applies to Ontario. Certainly the municipalities could never carry the horrendous cost which will be required to pick up land from the railway companies.

Is it the government's position that they care not what happens to these communities

which are choked off transportation-wise, development-wise and any other wise on account of the lands that these railway companies have had access to for 95 years? What is the alternative that the government of Ontario is proposing when it rejects out of hand the federal government's proposal? That's what you did when it was stated three times—by the Treasurer (Mr. White), by yourself and by the Housing Minister—that in no way was the Province of Ontario putting in any part of that 50 per cent which is not covered by the feds. The Treasurer has also said that if we relocate a highway in Ontario, the province picks up 100 per cent of the cost; therefore, if we remove a railway, the feds should pick up 100 per cent of the cost.

Hon. Mr. Rhodes: That's exactly right.

Mr. Germa: So what is the alternative to that proposition which the feds have put forward?

Hon. Mr. Rhodes: First of all, let me make something very clear. Our position at that time and, as far as I am concerned, still is now, was that the bill that was introduced, the so-called railway relocation bill, had all kinds of pitfalls in it as far as the provinces and the municipalities are concerned.

You must remember that one key phrase in that bill says that the federal government will pay up to 50 per cent of the net cost of relocation of the rails. It was said three times at that meeting—and I know you were—by three different senior officials of Mr. Danson's ministry that there was not a red cent available for the relocation of business or industry located along that railway track. When they say, "up to 50 per cent," that leads me to believe, from bitter experience—and I think you are well aware of it from both your municipal life and since—that means some ministry down there will sit down and say, "You want to move the railway in Sudbury? We will pay 30 per cent." It doesn't have to be 50 per cent; it says up to 50 per cent, which can range from one per cent to 49.5. I am leery of that, and I am not going to get trapped into accepting that type of legislation out of hand.

Taking Sudbury as a good example, or my town, where we have carried out extensive studies in conjunction with the ministry over the past number of years about railway relocation, the horrendous cost of relocating those tracks is only the first cost. To relocate industries and businesses to whom rail service is essential will involve a tremendous cost. Who is going to pick that up? Accord-

ing to what the federal government's bill says, it will be picked up on a split between the municipalities and the province. Should we allow ourselves to be backed into that corner?

What we are saying at this stage—and I think we drew that to Mr. Danson's attention—is "Go back and take a look at that type of legislation. You really didn't give us a chance to have input prior to it being passed. It was rushed through." Mr. Danson admitted that they rushed it through at the time. They wanted it passed before the election. I don't fault them for that. But let's go back and rework that thing, and give the municipalities and the provinces—all of the provinces—a chance to have some input. And I think we can come up with the legislation, that all three levels of government can work together. We said we would take part in the funding as far as any studies were concerned, which we have done all along.

Mr. Laughren: Jim Jerome will get re-elected on the amendment to the railway relocation bill.

Hon. Mr. Rhodes: Well—

Mr. Laughren: He has already been elected twice on promises.

Hon. Mr. Rhodes: I couldn't care if Jim Jerome gets elected or not. If he can come up with a good amendment that is going to make that bill work, then God bless him, he deserves to be elected.

Mr. Laughren: Even better than a Tory, eh? Could I just jump in here and support my colleague on that, Mr. Chairman? It was really strange to see the federal and provincial ministers at that conference fighting over which one of them was going to spend the taxpayers' money. There was never any question as to what extent the private sector would pick up a share of moving it.

Hon. Mr. Rhodes: Exactly.

Mr. Laughren: But why?

Hon. Mr. Rhodes: No, no. To go back to that conference, we indicated at the time that the railways themselves, who were in a position to make certain gains, should be involved in the costs that would be involved for the moving of industry, the development of the land that was going to be involved and that the land should be turned over to the municipalities. There is another point that was never made clear in that bill, how did

the land get from the railways to the municipalities for their development purposes?

Mr. Laughren: Or how did the railways get it in the first place?

Hon. Mr. Rhodes: Well, we know how they got it.

Mr. Laughren: We know how they got it in the first place.

Hon. Mr. Rhodes: That's why I'm saying that we aren't going to get backed into a corner by jumping at what appears to be a real good piece of legislation on the surface. It isn't that good.

Mr. Laughren: Are you convinced that moving the tracks, holus-bolus, out of Sudbury is the answer? Are you thinking about things like a single track that would carry a dayliner, for example, between Sudbury and Toronto? Or do you see that as not being within the purview of your ministry?

I fly and I drive from Toronto to Sudbury, and I save an hour by flying as opposed to driving—that's partly because I live west of Sudbury and the airport is east of Sudbury, and so forth, and the distances down here. But how many people are there, with a better fee structure, who would take a good dayliner from Sudbury to Toronto? There are lots of times when you can't get flights from Toronto to Sudbury. Air Canada, as a matter of fact, now is cutting back service out of Sudbury; they've cut out at least one flight a day.

If we had a good dayliner now—it's too incredible, the CN and CP trains leave within half an hour of each other for Toronto, and they wonder why they're not making money on their passenger service. If they had a good service that could get down here—all right, I know there's a problem with roadbeds and so forth, but surely if the ministry saw rapid transit, not just within communities, but on a regional or a provincial level as well, that could be part of their role. There's one service that runs between Sudbury and the Soo, as you know.

Hon. Mr. Rhodes: And if it made decent connections it wouldn't be a bad trip. I think I can say—and I don't want it to appear that I'm all anti of the things that the federal government is doing—in my last conversation with Mr. Marchand, he indicated that the federal government was taking a very keen interest in the intercity passenger service. And I think he's laid it out fairly clearly to the railways what his attitude is. And

there will be another meeting that Mr. Marchand has requested with this province, to go into detail as to what his proposals are on intercity passenger service throughout the province.

Mr. Laughren: Would you be willing to have GO Transit take a look at the feasibility of such a programme?

Hon. Mr. Rhodes: I'm sure we can have them take a look at the feasibility of it, sure. I'd rather have the federal government run something else and call it PT.

Mr. Laughren: Okay, but I don't believe that they're going to take the initiative. I'm not as hopeful as you are that they will do that.

Hon. Mr. Rhodes: I must say that I am more hopeful now, from my talk with Mr. Marchand. I think he is, quite frankly, sincere in his desire to do something about transportation in Canada. I really think he means it. Now, I may be misreading him and I may be the eternal optimist, but I really think he means it this time. I thought it was just an election gimmick, but apparently he means it.

Mr. Germa: Mr. Chairman, I'm not sure what to think about this railway relocation bill. I'm not really sure, no one has assured me, that removing railway tracks from downtown centres is a wise thing.

I'm thinking what would have happened to the city of Toronto if 20 years ago they had removed the railway tracks; they would have lost that transportation corridor which is presently serving a good need. What is the province's position? Have they come to a position? Are you in favour of taking all these railway tracks out of St. Thomas, Port Arthur, Sault Ste. Marie? And who's going to make this decision?

Certainly there will be a short-term gain—maybe while a city is of a certain size. But I'm thinking 20 or 30 years ahead when this city, or any city, could double in population, double in geographic size, and there they are without a transportation corridor for moving the people in and out from the suburbs.

Hon. Mr. Rhodes: When we first started the transportation study on the relocation of the railway tracks in Sault Ste. Marie, for example—gosh, I don't know how long ago, 1960, it's being going on for 14 years, I think we're almost in the same boat as Sudbury—14 years ago where they planned to move the railway tracks was away outside of the city.

Now they're still downtown, and you can't put them there any more, it's all built up, it's all residential. So, you're right.

Personally, I'm not a great advocate of just simply wiping the railways out of your communities. I think the point that was made by the member for Nickel Belt is a good one; you should have some sort of communication by rail into your communities. Maybe move the yards somewhere where they'd be less offensive. Get them away from your residential and your business areas. I think that's good.

But understand from my ministry's point of view, that this railway relocation bill is not a transportation bill at all, it's a land-use bill. It really belongs, as far as the province is concerned, in the hands of Housing and TEIGA for dealing with it.

Any involvement this ministry has had with railway relocation studies was strictly as a transportation system in a community that was looking and comparing the prices of what they would have to do to put in grade separations, either underpasses or overpasses, as opposed to moving the railway. And that's what has gone on in my community. We had a great many underpasses that were going to have to be built, and so we said, "Which is the most economical—to move the railroad tracks or to build the underpasses? One or the other is going to have to be done." We are still struggling along with it. Our involvement is not in the land use area. It's strictly transportation. We don't necessarily agree that, as a ministry, you should just wipe the railroad tracks out of the community.

Mr. Germa: Can your ministry not intervene in a situation like you have in St. Thomas where five different railway companies split the town into 42 different pieces? Does your ministry have the will or the authority to go in there and put all the companies on one rail line? There's no apparent reason why five different companies couldn't use the same railway line instead of having individual rights of way.

Hon. Mr. Rhodes: I don't think it would be my ministry's responsibility to go in and do that. That's a relocation of people more than the railroad tracks. That's an area where the federal government has some control. They told us they had control over the American railroads as well.

We would be quite willing to be involved in studies relating to transportation. We consider that part of our mandate. To move

those railroad tracks or stop railroads from going into the area is more the responsibility of the federal ministry, in consultation with the local provincial member for St. Thomas.

Mr. Ferrier: He'd better flex his muscles around there and get something done.

Mr. Sargent: Mr. Chairman.

Mr. Chairman: Vote 2301, item 1.

Mr. Laughren: I am sorry, just to finish that off. Is GO restricted to southern Ontario? Is there something in the mandate that was given to them defining this?

Hon. Mr. Rhodes: I don't know. I will have to ask.

Mr. Sargent: Mr. Chairman.

Mr. Laughren: Let's finish this off.

Hon. Mr. Rhodes: GO is strictly in what is known as the Toronto area transit region. It's just like norOntair which is restricted to northern Ontario.

Mr. Laughren: Does that allow them to take a look at the possibility of a dayliner between Sudbury and Toronto?

Mr. W. Bidell (Assistant Deputy Minister, Planning and Design): No; their responsibilities are confined to the regional municipalities of York, Peel and Metro Toronto.

Mr. Laughren: What exists within the ministry to investigate that idea? Anything?

Hon. Mr. Rhodes: I would have to say we probably don't have a specific mechanism to do it.

Mr. Laughren: You did indicate you would be willing to see.

Hon. Mr. Rhodes: Yes, I think it's something we should look at in conjunction with the feds. I am not getting caught in anything alone in these areas.

Mr. Laughren: Fine.

Mr. Sargent: Mr. Chairman.

Mr. Chairman: Mr. Sargent.

Mr. Sargent: What are you talking about on this, the administration, the vote that is on now?

Mr. Chairman: We will go to the main office now. Item 1.

Mr. Sargent: On the \$42 million figure?

An hon. member: No.

Mr. Sargent: Is that what you are talking about?

Mr. Chairman: I think we should go over each item in vote 2301.

On vote 2301:

Mr. Sargent: I have a number of questions on this first vote, Mr. Minister. In the estimates you want \$42,115,000 for the administration of the ministry this year.

Mr. Chairman: You are talking about the whole vote?

Mr. Sargent: No, I am talking about the first section of the first vote. Have you a budget in front of you?

Hon. Mr. Rhodes: Are you talking about vote 2301, all of the sections, which total—

Mr. Sargent: The first vote?

Hon. Mr. Rhodes: Yes. \$42,115,000.

Mr. Sargent: The \$42,115,000 which you are asking. You show the 1973 carried across. You show the 1973-1974 estimates as \$30,169,000; right?

Hon. Mr. Rhodes: Yes, that's correct.

Mr. Sargent: All right, but the estimates last year showed an amount of \$29,516,000. I don't know what goes on, but through these estimates we are talking of a million dollars on this first point, an indication of complete sloppiness in the whole operation.

For the record, in Tourism and Industry estimates the other day we found \$6 million per vote discrepancy on the carry through figures from last year. If you can be that sloppy in the whole picture, why are we sitting here reading figures that are just a charade.

Hon. Mr. Rhodes: Excuse me, did you say you found \$6 million discrepancy in my figures?

Mr. Sargent: Hold on. I am starting with this first one. I find a million dollars discrepancy here.

Hon. Mr. Rhodes: In which one?

Mr. Sargent: On the \$42,115,000 on the ministry's administration.

Hon. Mr. Rhodes: Right.

Mr. Sargent: In estimates for 1973-1974 you show \$30,169.00.

Hon. Mr. Rhodes: Yes.

Mr. Sargent: The estimates last year were \$29,516,000.

Hon. Mr. Rhodes: Oh all right. There were Management Board orders that placed more expenditure into that budget.

Mr. E. R. Good (Waterloo North): Can you do that without supplementary estimates?

Hon. Mr. Rhodes: I will have to turn to my advisers.

Mr. Sargent: What good are these figures?

Hon. Mr. Rhodes: There may well be salary increases included. I will have to turn to my financial controller or the deputy to answer that one.

Mr. H. F. Gilbert (Deputy Minister): The majority of those, Mr. Sargent, would be salary increases.

Mr. Sargent: I don't care, sir. The fact is, you are not telling us the facts. We compare the estimates from last year to this year and nothing tallies.

Hon. Mr. Rhodes: Is it not correct that we are showing you what our estimates are for 1974-1975?

Mr. Sargent: Yes.

Hon. Mr. Rhodes: And we are showing you, on the same page, the exact expenditures of last year.

Mr. Sargent: But they were not the estimates last year. Why did you say that they are the actual expenditures of last year?

Hon. Mr. Rhodes: The actual expenditures, not actual estimates.

Mr. Sargent: It doesn't say that. It says estimates of last year for \$30 million.

Hon. Mr. Rhodes: It says "actual" alone. It doesn't say actual estimates, and that is meant to be actual expenditures. I think you recognize that. We have estimated to spend, for example, in the main office, \$4,017,000. The actual expenditure was—

An hon. member: No, no.

Hon. Mr. Rhodes: I'm sorry. It's the other way around. The estimate was to spend \$3,419,000; the actual expenditure was \$3,584,000. We're honestly putting before you the actual expenditures of the ministry, not what was estimated.

Mr. Sargent: Then these are not the 1973-1974 estimates? They are the actual expenditures?

Hon. Mr. Rhodes: We are showing you, on the right hand column, the estimates; and, in the middle column, what was the actual expenditure for 1972-1973.

Mr. Ferrier: You haven't got the actual expenditures of 1973-1974, or the size of the 1973-1974 estimates?

Hon. Mr. Rhodes: No, not yet.

Mr. Sargent: Having made that point then, I think we should have something we can intelligently follow, because I can't follow this. There is no relation between the two votes, last year's and this year's.

However, what I want to say is this: I missed the first dialogue you had with the member for Sudbury regarding the trucking franchises and the blank cheque they have in Ontario. Mr. Chairman, you were discussing this before, so I can talk about it now.

Hon. Mr. Rhodes: The discussion I had before was on the opening statements made by Mr. Ruston and Mr. Germa.

Mr. Sargent: There was some dialogue about that when I came in and I want to follow through on that point right now.

Hon. Mr. Rhodes: You're dealing with the opening statements?

Mr. Sargent: The fact is, the things that are important to the people of Owen—of Ontario really—

Mr. F. Drea (Scarborough Centre): That was pretty Freudian, boy.

Mr. Sargent: Pardon?

Mr. Drea: You almost let it slip.

Mr. Sargent: It's very important to us. Trucking is a big cost because we're an outlying part of the country. Things like that are important to us. Your deputy knows, that trucking costs are a big part of the cost of living in our part of the world and the outlying parts of Ontario; which is something that was put very forcefully a couple of estimates ago.

We find that these companies have a blank cheque, Mr. Minister, and you are saying that it's coming up for review in 1975 for a report. You and I know that nothing will happen for a couple of years if you do make

a decision. That's the way the government moves.

What you do in this government is like Davis' whole approach, a tighten-the-belt situation is what you're talking about; it's like rearranging the deck chairs on the Titanic.

We have the Bell Telephone Co. and the gas companies going through the subterfuge of having rate increases, but the trucking companies have a blank cheque; they can write anything they want on the rates.

You haven't got the guts, as a minister, to say: "Whoa, boys, I'm concerned. I live up north." If you help one area, like the north, it will help us all. But you sit there and you say: "We're going to have a report." When are you going to quit the nonsense?

Hon. Mr. Rhodes: Mr. Chairman, with the greatest of respect—

Mr. Sargent: There's no respect as far as I'm concerned in that regard.

Hon. Mr. Rhodes: I will go along with you on that.

Mr. Sargent: I'm as mad as hell about it, when you sit there and say we're going to have a report on it next year.

Hon. Mr. Rhodes: I really don't care how angry you are. All I'm going to suggest to you is that this matter can more properly be discussed when the chairman of the Ontario Highway Transport Board is here to answer questions. I'm not going to pretend to know all of the specifics about the PCV rights.

Mr. Chairman: That's vote 2305.

Mr. Sargent: I agree. But you're the minister; you're the guy to whom we look to do something on policy.

Hon. Mr. Rhodes: If you would recognize—I begin to wonder if you understand how the whole thing works.

Mr. Sargent: Listen, I've been in government all my life. As a mayor running a city I can make these statements. I know how the government works.

Hon. Mr. Rhodes: Right.

Mr. Sargent: And you guys don't do a God damn thing to help the ordinary people in the outlying parts of the country.

Mr. Chairman: Watch your language.

Mr. Sargent: Well I mean it.

Hon. Mr. Rhodes: I don't intend to respond to that sort of nonsense.

Mr. Sargent: All right, go ahead. You're just passing the buck again.

Hon. Mr. Rhodes: No, I invite you to come back when Mr. Shoniker is here and you can discuss it with him. We'll have him here to give me the benefit of his advice and his many years of experience.

Mr. Sargent: Isn't that chummy? Have a discussion on it again. What happens to the freight costs? Will they go on for another two years?

Mr. Chairman: Vote 2301, item I.

Mr. Germa: Mr. Chairman.

Mr. Chairman: Vote 2301?

Mr. Germa: On 2301.

Mr. Chairman: Mr. Germa followed by Mr. Haggerty.

Mr. Germa: In looking at the main office vote, services, \$1,340,000; it's up from \$167,000, which represents a 700 per cent increase. What is the phenomenal increase there?

Hon. Mr. Rhodes: For the hon. member's benefit, the column on the left side, the 1974-1975 figures are the amounts we estimate will be spent on that. Those are the estimates we are now dealing with. Maybe somebody could explain that to him. On the right side are the 1973-74 estimates, and then the 1972-73 actual expenditures. What column of figures do you say are missing? If we don't have them I want to get them.

Mr. Sargent: The way our estimates are set up, we carry the 1973-1974 page like this. It shows the estimates last year. These are the 1973-1974 figures and there's the amount, \$29,000,000. You show that figure as \$30,169,000.

Hon. Mr. Rhodes: Okay.

Mr. Sargent: Now these are not estimates, these are actuals, are they?

An hon. member: No.

Mr. Sargent: Why is this figure the same as that? There's your book last year, \$29 million.

Mr. Ferrier: Do they include supplementary estimates.

Hon. Mr. Rhodes: You are right, it doesn't. But I want to get clear what figures are supposedly missing.

Mr. Sargent: How are we supposed to know that?

Hon. Mr. Rhodes: I am amazed that the hon. member admits there is something he doesn't know!

Mr. Sargent: You are a real smart ass. Because you get to be a minister, you think you know all the answers.

Hon. Mr. Rhodes: I don't pretend to know the answers, but you come in here to play games and I am prepared to play them with you. If you want to get down to serious business, we will have that discussion.

Mr. Sargent: How do you answer that, then? Why doesn't it show that?

Hon. Mr. Rhodes: I asked you what figures were missing and I think we had it explained to you. If it is not there, we will change it. Nobody's trying to be a smart ass with you, but if you want to come in and play games I am willing.

Mr. Sargent: So the figures will not be the same from here on, they will all be different, will they?

Hon. Mr. Rhodes: No. They shouldn't be.

Mr. Chairman: Mr. Germa?

Hon. Mr. Rhodes: I am sorry, but I missed it.

Mr. Germa: I am looking at page R-97, main office vote. The item listed as services \$1,340,000. Last year it was \$167,000 which is a 700 per cent increase. I would like to know what that increase is.

Hon. Mr. Rhodes: All right, explain it, go ahead.

Mr. Gilbert: This increase is mainly in advertising. You recall that last year we got into programmes for wet and slippery roads, and we stepped up our safety programmes. A major part of that increase is in that area.

Mr. Germa: Would safety programmes not come under your safety section?

Mr. Gilbert: This item includes our information area. Everything along these lines, newspaper advertising and everything else, is part of that vote. The major part of the increase is due to the stepped-up campaign

for advertising for the wet roads and safety programmes.

Mr. Germa: Have we never had wet roads before? I mean that seems—

Mr. Gilbert: We had a lot of complaints about them. As you will recall in the estimates, certainly two years ago, and I think last year, there was a lot of criticism that we were not doing enough to warn the public about winter driving and similar hazards. The previous minister asked to have a stepped-up campaign, particularly during the fall and winter. That's why the major increases occurred.

Mr. Germa: Is this newspaper, radio and TV?

Mr. Gilbert: That's right. It includes newspaper, radio, TV, films and everything else; including making up the films.

Mr. Chairman: Mr. Haggerty, is your question answered?

Mr. Germa: Mr. Chairman, I think they are digging up more information.

Mr. Gilbert: You were asking why there was a major increase.

Mr. Germa: Yes.

Mr. Gilbert: Well, this includes this whole safety programme. I might also point out that at one time we had the safety programme as part of the drivers and vehicles vote. All of it is now in the main office vote as part of our total information programme.

Mr. Germa: Well this is more of a transfer then. Is that what you are saying?

Mr. Gilbert: Yes. Part of the funds would be previously under our drivers and vehicles vote.

Mr. Germa: But despite that there was a stepped-up campaign?

Mr. Gilbert: There was definitely a stepped-up campaign; and that was, in fact as a result of requests during the estimates two years ago.

Mr. Germa: Okay. Can we move to the next item under services?

Mr. Gilbert: Which service is that?

Mr. Germa: Supplies and equipment, the very next item, under main office vote, supplies and equipment \$506,000. I believe that

is up from \$60,000. It looks like a 74 per cent increase in that budget as well.

Mr. Gilbert: Here again, it is a realignment of the services that were previously in another vote. This consists of displays at fairs and exhibitions and the total photographic section. At one time the photographic section was part of our general services vote further down and now it is in as part of our information section.

Mr. Germa: Thank you.

Mr. Chairman: Mr. Haggerty?

Mr. Haggerty: Thank you, Mr. Chairman.

Mr. Chairman: Are you on item 1?

Mr. Haggerty: Yes, item 1, the minister's policy. I am sure the minister is aware of the serious problem that has occurred in the vicinity of Port Robinson where one of the bridges across the Welland Canal was rammed by a ship and is no longer in service. Has the minister any decision as to what is going to take place?

The latest I have heard is that they are going to put ferry operations across the canal. I question whether this would be successful or not. I mean by the time you expend the money to put in the necessary ramps and approaches—if you put a ferry in to take the cars and pedestrians across the canal—and move fire equipment—I think perhaps it might be a waste of money. Perhaps you should get down and build a new bridge?

Hon. Mr. Rhodes: I am going to ask Mr. Adcock to answer that because he has been involved in that particular unfortunate situation where that bridge was knocked down.

Mr. Haggerty: I think myself it is the St. Lawrence Seaway's responsibility to replace that bridge, because the people have always had right of access across that bridge under the old Welland Canal system.

Hon. Mr. Rhodes: Well, Mr. Adcock will answer that.

Mr. H. W. Adcock (Assistant Deputy Minister, Operations, Research and Development): You are quite correct, Mr. Haggerty. The responsibility for all the existing movable bridges across the St. Lawrence Seaway's Welland Canal is that of the St. Lawrence Seaway Authority.

Since the Port Robinson bridge was knocked down, Mr. Bidell and I have been dealing with the St. Lawrence Seaway Au-

thority in Ottawa. We have been looking at all the ramifications, the economic problems and so on, of either replacing the bridge or of building the tunnel much before the time that it was proposed to be built between Port Robinson and Allenburg. To this point we haven't reached any conclusion, but we have met with them on two occasions and we are meeting again. I hope we will have an answer and some final conclusion on the part of the seaway authority as to what they want to do by about February, 1975.

Mr. Haggerty: February? That is a long way off. As I understand it—you mentioned the tunnel—there was a tunnel proposed in studies in the past seven or eight years to be located at Highway 20, I believe—right? We are going to move the one out at Allanburg and put a tunnel here?

Mr. Adcock: There is an agreement with the St. Lawrence Seaway Authority to ultimately—in the long term—construct eight tunnels under the Welland Canal. One of them was proposed somewhere between Port Robinson and Allanburg. The absolute alignment of that has never been established, but probably would be somewhere close to the alignment that was indicated in the planning study for the relocation of Highway 20. It had not been planned to build that tunnel, though, for many years.

Mr. Haggerty: You mean it was about 20 years away?

Mr. Adcock: Right.

Mr. Haggerty: But one of the bridges would remain there until—

Mr. Adcock: Yes. It was on the understanding that all the bridges would remain until the respective tunnel was completed.

Mr. Haggerty: You have no commitment at all from the St. Lawrence Seaway Authority as to whether or not the bridge will be replaced?

Mr. Adcock: No, not at this point.

Mr. Haggerty: You haven't had any success with this.

Mr. Adcock: We understand they are prepared now to put in a passenger ferry and give some subsidy; I am not familiar with the details but they have—

Mr. Haggerty: Ten thousand dollars—

Mr. Adcock: The authority has been dealing with the region on that.

Mr. Haggerty: Yes. But there's no thought of constructing a new bridge then, is there?

Mr. Adcock: That hasn't been decided yet, Mr. Haggerty. I think this is a decision the St. Lawrence Seaway Authority is to come to between now and February.

Mr. Haggerty: Thank you, Mr. Chairman.

Mr. Sargent: Mr. Chairman, in talking about policy, I might as well get the minister's thought on a small matter I should bring up. It illustrates the way this government and the Ministry of Transportation and Communications look at people.

This has to do with dust in front of a lady's house, and other homes, in the village of Clavering. It got to the point that the dust was so bad that she couldn't go outside her house.

To make a long story short, the ministry was completely wrong on this thing, as I'm pointing out here. The only way I could settle the thing was to go out and buy three bags of this calcium and take it in my car to the people, because the ministry would not provide it or sell it or take it out to the people. This is one of the things that just burns me up; the arrogance of your ministry, to whom people are not important anymore.

So I had this solved by taking the calcium out in my car to the people in Clavering, a village about 12 miles away. This file I have is over 30 pages, and over a little thing like that. It just shows the arrogance of your ministry, and I just want you to know this.

Hon. Mr. Rhodes: Well, let me just say this—

Mr. P. J. Yakabuski (Renfrew South): Do the members have copies of that file?

Mr. Sargent: Sure. You can take it home and read it tonight.

Mr. Yakabuski: Give us the entire picture.

Hon. Mr. Rhodes: Let me say this to you: I do not agree with that sort of situation. If it is happening, it should not happen; it should be immediately discontinued.

Mr. Sargent: It's on the record, that's why I wanted to say it.

Mr. Drea: I think, Mr. Chairman, before we start, you know, if you are going to read out explanations—

Mr. Sargent: It's all through. I am not going to read it. It's all through.

Mr. Drea: Wait a minute, if we are going to read terse little comments out of letters and a little thing here and there—let's put the file in, and then we know what we are talking about.

Mr. Sargent: Beautiful! Beautiful! Would you make that motion?

Mr. Yakabuski: Give the entire picture. I am sick and tired, Mr. Chairman, of just getting—

Mr. Drea: A line here and a line there.

Mr. Yakabuski: —their version of certain problems. I would like to see the total picture.

Mr. Haggerty: The election in Ottawa—

Mr. Sargent: Yes, the "big blue machine." Don't hurt the "big blue machine."

Mr. Yakabuski: Let's have the whole picture.

Mr. Sargent: We are the bad guys, saying these things—

Mr. Drea: It may be the "big blue machine," but it's a lot better than the "big red puff."

Mr. Sargent: —sure we are!

Mr. Yakabuski: We don't want to twist the facts. We have seen too damn much of it.

Mr. Sargent: All right.

Mr. Germa: I agree.

Mr. Drea: Mr. Chairman, I realize it may take a little bit of time, but if people are going to read excerpts out of letters—

Mr. Sargent: I didn't read the thing. I told you quickly.

Mr. Drea: You wave a piece of paper around and you say: "Here it is; here's what's in it." Now let's read the file.

Mr. Sargent: Paul, would I lie to you?

Mr. Yakabuski: That's what we are trying to find out. If we get the entire file, we may find it is a municipal road. You know, that is the sort of thing you get thrown at you. We will probably determine that that's a municipal road, or a county road, not something under the jurisdiction of this minister at all.

Interjections by hon. members.

Mr. Sargent: This is the final letter of the whole thing.

Mr. Drea: The whole thing!

Mr. Sargent: This capsulizes it.

Mr. Yakabuski: Just give us the facts. Tell us what kind of road it was.

Mr. Sargent: Well, it is a highway—Highway 6. That's a main highway.

Mr. R. B. Beckett (Brantford): What vote?

Mr. Chairman: Main office.

An hon. member: It's an intersection!

Mr. Drea: Mr. Chairman, I think if we are going to read excerpts and letters, or parts of a file, if he wants to introduce them as examples—

Mr. Sargent: Exhibits?

Mr. Yakabuski: Exhibit A!

Mr. Drea: Or exhibits, whatever you want to do.

Mr. Sargent: You've got rocks in your head!

Mr. Yakabuski: You would want all the facts.

Mr. Ferrier: You are unfair.

Mr. Drea: I am not, either. You have to look at certain other factors.

Mr. Chairman, when somebody waves a file and then levels an accusation, which is most serious, not only against the minister but in the widest possible connotation to imply that everybody in the ministry—I didn't hear any qualification—is arrogant and some other things, it seems to me, Mr. Chairman, before the committee can make up their mind, that the whole thing gets put into the record. Otherwise, it gets to be, to use somebody's favourite word, a charade. I can wave pieces of paper around here and nobody knows what's in them.

Mr. Gilbert: Mr. Sargent, I think you are aware I know where Clavering is.

Mr. Sargent: Yes, sir.

Mr. Gilbert: Quite frankly, as Mr. Drea was saying or someone was saying, this could be a township road. It is an intersection of a township road and Highway 6, and as I recall, likely it's the same house, I don't know the particular instance but it's likely a house

that is sitting practically right on top of the highway. In fact it is sitting right at the intersection itself of this township road and Highway 6. Is that not correct?

Mr. Sargent: I don't know.

Mr. Drea: Well, you were there.

Mr. Sargent: I took the calcium out to them. That's all I know.

Mr. Yakabuski: And you don't even know where the road is.

Mr. Germa: Who spread it?

Mr. Sargent: All right. We will see in this letter whether you know what you are talking about it or not, or whether I know what I am talking about.

Mr. Drea: The latter!

Mr. Sargent: This final letter says: "In reply to your letter dated Sept. 6—" This started on June 27.

Mr. Yakabuski: He hasn't visited that area since.

Mr. Sargent: It's a great deal where a member has to be plagued by things like this because of a little bit of calcium. You have millions of people—

Mr. Drea: You are going to have a hard time explaining it if it's a township road.

Hon. Mr. Rhodes: We would like you to read that now. I am beginning to think I would like to hear it too. If, in fact, it is a township road, I am sure even you will agree that if the ministry starting putting down calcium chloride on every township road in the province—

Mr. Sargent: Mr. Minister, it's Highway 6. You know it's Highway 6.

Hon. Mr. Rhodes: —we wouldn't have enough money to do it.

Mr. Sargent: It's the road to Wiarton.

Hon. Mr. Rhodes: I would like to hear the letter now.

Mr. Gilbert: It's the intersection of the township road and Highway 6.

Mr. Sargent: The letter is to me from Mrs. June Moore, RR3, Hepworth. It says:

In reply to your letter dated Sept. 6, 1974, I would like to make the following remarks. May I correct a statement made

in your letter, as quoted by the ministry, in which it states: "It has never been the policy of the said ministry to control this dust problem in front of all residences."

Please convey to Mr. Argue that I have lived on Highway 6 much longer than he has been in his present position and he is greatly misinformed. At one time, some years ago, it was routine work to spread calcium through our village, and at that time there were considerably less residences than now exist.

No one could be naive enough to expect that the ministry should control the dust problem in front of every residence. This is a very childish statement to make. Each area has its different situations. Some are set back from the highway, others are in subdivisions, and these two are not close to the highway. Still others, both old and new, are fortunate to have been built behind the protection of trees. Anyone living on the highway frontage can assure you and the ministry how seldom the grader is put on the shoulders.

Anyway, this problem could be controlled locally.

I have no doubt that the time wasted in futile correspondence, paper, secretarial labour and so on, plus the cost of the useless and ugly poles set up in the corner of the village, which I have no doubt will prove a menace in the wintertime, would more than cover the cost of eight or 10 bags of calcium chloride for the village of Clavering and would certainly give the residents a chance to enjoy outdoor living much more than they are able to do at present.

Please convey to Mr. Argue my sincere thanks for absolutely nothing.

Yours very truly,
June Moore.

Hon. Mr. Rhodes: Mr. Sargent, it is my understanding, and I must confess that I have not had the distinct privilege and pleasure of visiting this particular village. that Highway 6, which is a King's Highway for which this ministry would have responsibility, is paved.

Mr. Sargent: That's right.

Hon. Mr. Rhodes: And I understand that the township road, which is at the intersection, is gravel.

Mr. Sargent: Oh yes, a road comes through; that's right.

Hon. Mr. Rhodes: It's gravel.

Mr. Sargent: Yes.

Hon. Mr. Rhodes: So it seems reasonable to assume that the responsibility for care of the gravel road is the township's and not the ministry's.

Mr. Sargent: My point is this, Mr. Minister. My time is valuable, and everybody else's time is valuable. I phoned up to look after this constituent and I got the back of the hand. I got crap from this department.

Mr. Drea: Oh come on.

Hon. Mr. Rhodes: No, that is not correct. I said to you earlier that if that was the situation, I certainly would agree with you that's not the proper route. What I'm saying to you—

Mr. Sargent: I said, "Can I buy it from you?" They wouldn't sell it to me.

Mr. Drea: It's against the law.

Hon. Mr. Rhodes: You know full well that if anybody in my ministry sold anybody anything you'd be the first guy to take it to public accounts.

Mr. Sargent: That's right.

Hon. Mr. Rhodes: And rightly so.

Mr. Sargent: They should have put the stuff in there for me, but they **won't do it**.

Mr. Drea: You're asking them to break the law.

Hon. Mr. Rhodes: Not on a township road.

Mr. Sargent: Okay.

Hon. Mr. Rhodes: I think that's a point that should be noted. You were talking about township roads.

Mr. Haggerty: The letter said Highway 6.

Hon. Mr. Rhodes: Highway 6 is paved. I don't know what dust comes from it.

Mr. Haggerty: It could have been the dust from the shoulder. I've had the same problem in my area. The same thing happens on old Highway 3C in the village of Ridgeway. It belonged to the department of highways, but for some reason, the department couldn't get out and put any salt on it to keep the dust down.

Hon. Mr. Rhodes: Let me say, if it's a highway and it's our responsibility, it should be cared for.

Mr. Sargent: It is a highway.

Hon. Mr. Rhodes: If the problem is on the highway, then it's our responsibility to care for it.

Mr. Ferrier: Why couldn't your people perhaps have it taken to the municipal council and drawn it to their attention or to the attention of the road superintendent? That could have solved the problem.

Hon. Mr. Rhodes: It would be a township problem.

Mr. Drea: Surely that's the duty of the local member, isn't it?

Mr. Yakabuski: Did you ever deal with a municipal council?

Mr. Sargent: I can talk to the boss here but nothing happens.

Mr. Chairman: Item 1 carried? Carried.

Item 2, financial services. Carried? Carried.

Item 3, legal services. Carried? Carried.

Item 4, personnel services. Carried? Carried.

Item 5, audit and management services. Carried? Carried.

Item 6, general services. Carried?

Mr. Haggerty: What does that cover?

Hon. Mr. Rhodes: It includes employee benefits, transportation and communication in that area, employee services such as processing, advertising servicing, information services, supplies and equipment, including all stationery for the entire ministry, except the electronic computing branch.

Mr. Haggerty: This deals with data processing. Do you tender this out to any of the companies that are dealing with this particular data programme?

Hon. Mr. Rhodes: No, all except the electronic and computing branch are included in here.

Mr. Gilbert: Item 7 is the data processing.

Hon. Mr. Rhodes: Yes, that is the next one.

Mr. Haggerty: That's the next one. I thought you said it was in here.

Hon. Mr. Rhodes: No, I said except that.

Mr. Haggerty: Oh, I see.

Hon. Mr. Rhodes: No, it includes printing, drafting and photographic supplies for the entire ministry except the electronic computing branch.

Mr. Chairman: Item 6 carried? Carried.

Item 7, data processing services.

Hon. Mr. Rhodes: There was a question about tendering?

Mr. Haggerty: Yes.

Hon. Mr. Rhodes: Maybe we can ask Mr. Robbins to talk on this.

Mr. W. M. Robbins (Executive Director, Finance and Data Processing): Data processing services, sir, are provided by the Ministry of Government Services, and they are in the process of tendering these services now.

Mr. Haggerty: You just buy this from the Ministry of Government Services then?

Mr. Robbins: That's correct.

Mr. Haggerty: They are the ones who have to tender for it? Okay.

Mr. Chairman: Item 7 carried? Carried.

Item 8, policy development and research.

Mr. Ruston: Do I take it that this covers the GO Urban system?

Mr. Gilbert: Which one?

Mr. Ruston: Item 8.

Hon. Mr. Rhodes: Yes.

Mr. Ruston: Mr. Chairman, I have some questions that I would like to ask, and I guess this is the place to do it.

Was the first estimate of \$16 million for the CNE track provided by the developer, Krauss-Maffei, and was it a factor in the awarding of the contract? Can you also explain how you ever expect to do all the civil engineering, including four stations, repair shop, guideway and site work, etc., for about \$6 million? And how can you claim that the initial increase to nearly \$13 million for this work was due to inflation? Some of these questions were made up by Mr. Givens and myself before he left, and I was hoping he'd be here, however, he's not going to make it.

Hon. Mr. Rhodes: Mr. Ruston, I am wondering if I can have your indulgence on this particular point. The people who are directly involved with that, including Mr. Foley, are

not here. I would be happy to come back to this item.

Mr. Ruston: It would suit me fine, Mr. Chairman, if we could lay this over until Tuesday.

Hon. Mr. Rhodes: Fine, I would rather have the people who are directly involved here to give you accurate answers.

Mr. Ruston: I agree, Mr. Minister, and this would suit me fine, if you're agreeable, Mr. Chairman.

Mr. Chairman: Item 8 will be set over. The vote is carried, other than item 8.

Mr. Germa: Mr. Chairman, before we carry that entire vote, I'm wondering where I can raise the next problem. I think the minister is aware of it—the letters he has received from Mr. Drisdelle, who used to be the manager of the catering services. Would that come under this vote?

Hon. Mr. Rhodes: This is the gentleman who was employed by Canada Catering Co. He was not an employee of the ministry.

Mr. Germa: No, but he has made some serious charges that the Canada Catering Co. is not living up to its contract. Has this been investigated? He says he was directed to reduce the portions of food offered to the employees, and because he refused to cut down the quantity of meat, and also to buy cheaper cuts of meat, apparently this man lost his job, and it appears that the ministry is not getting from Canada Catering what is provided for in the contract.

Hon. Mr. Rhodes: I am going to have to ask the deputy. That gentleman has never corresponded directly with me. I have heard of him, but he never corresponded directly with me. He dealt with the deputy minister and others, so I will ask Mr. Gilbert to check on this.

Mr. Gilbert: Yes, we are very aware of Mr. Drisdelle. Actually, I am the first to say that running a catering service isn't the easiest job within a ministry. However, we do have an employee cafeteria committee to which complaints are turned over, and it continually meets with the caterer, the Canada Catering Co.

They certainly have problems with their staff from time to time. This gentleman was let go and he has contended ever since that we should insist that he be re-employed. But we have had to take the position that yes, from time to time we have problems, our committee

meets with the caterer, they iron these problems out and we certainly didn't have proof of a number of these comments that he made—regarding the amounts, the weight, and what have you—because they are all audited from time to time.

In no way could we go to the Canada Catering Co. and say, you shall hire this person or the other person. I would be the last person to say that we don't have problems in a catering service, and I think anyone who is involved in catering for employees, or any catering whatsoever would agree it is the type of contract that certainly is not easy to administer.

Mr. Germa: You apparently have great details of what the weight factors are supposed to be and how much meat is served on every plate. Have you gone into this to determine that this company is not short-weighting?

Mr. Gilbert: This is not just tested after a letter like this, this is continually tested and has been over the years; not only with this company, but the company we had prior to this.

Mr. Germa: How do you respond to the charge, and I will quote from this letter:

At Christmas time, Canada Catering engaged in the traditional bribing. Turkeys were given to Mr. George Oster, chairman of the cafeteria committee for the Ministry of Transportation and Communications, and also to Mr. Goodwin, who was then in charge of watching the watchdog and overseeing the cafeteria service.

Were you aware that the chairman of the committee was receiving gifts from the person with the contract?

Mr. Gilbert: No, I think we checked into that and we certainly didn't find any evidence of bribing. In fact the chairman of the committee is constantly at odds with the caterer and it's usually just the reverse. There are arguments developing that sometimes end up coming through to the assistant deputy minister.

Mr. Germa: I can readily see the committee wouldn't find fault with this service if things like this are going on.

Mr. Gilbert: This committee does not consist only of George Oster. This committee changes constantly. It is an employee committee consisting of people in the bargaining unit as well as the management group. Most of the members are in the bargaining unit. Anything we have investigated doesn't substantiate the charges Mr. Drisdelle makes.

Mr. Germa: Can you tell me about the minister's dining room?

Mr. Gilbert: The minister's dining room?

Mr. Germa: Yes, what is the minister's dining room?

Mr. Gilbert: It's a—

Hon. Mr. Rhodes: Let me correct that. They may call it the minister's dining room, but it is not the minister's dining room.

Mr. Germa: He never eats there.

Hon. Mr. Rhodes: It is a dining room in the complex for all the administrative staff to use. It's a room with a table and chairs.

Mr. Sargent: What administrative staff?

Hon. Mr. Rhodes: The administrative staff of the Downsview complex consists of the executive directors, the assistant deputy ministers, the directors; I forget who else is included.

Mr. Gilbert: The directors and some office people.

Hon. Mr. Rhodes: Some office people use it, but you are welcome to come out tonight. If you want to eat there sometime I'll take you out to dinner.

Mr. Sargent: Is there booze there?

Mr. Gilbert: No.

Hon. Mr. Rhodes: No.

Mr. Sargent: And the food—

Hon. Mr. Rhodes: So you won't be out.

Mr. Gilbert: Mr. Sargent, the food is supplied by exactly the same caterer.

Hon. Mr. Rhodes: The same fare is brought up from down below, the same as it was in—

Mr. Sargent: Not as bad as here.

An hon. member: I understand the dumb-waiter—

Mr. Gilbert: I think we have better food there, Mr. Sargent.

Mr. Sargent: I hope you do.

Mr. Germa: I understand this is an expensive proposition.

Mr. Gilbert: We pay for our meals the same as everybody else.

Mr. Germa: I realize that, but to run a separate dining room from that which the rest of the people use has to be an added expense.

Mr. Gilbert: No, we pay for it. The employees pay for the costs involved. We pay for the price of our food and we pay an added 10 per cent to cover the wages of the one waitress.

Mr. Germa: Are you telling me these places are paying their own way?

Mr. Gilbert: Yes, we do, sir.

Mr. Germa: The caterer pays rent for the space he occupies; he pays for his heat, he pays for equipment?

Mr. Gilbert: It's part of the contract. They bid every three years on the catering service. All the bidders know they have facilities. They all bid on the same facilities and the price of food is reflected on that basis.

Mr. Germa: What facilities are supplied? Are the kitchen and cooking facilities supplied by the ministry?

Mr. Gilbert: That's right. The kitchen and cooking facilities are supplied by the Ministry of Government Services.

Mr. Germa: How much are the tables and the chairs? How much a square foot do they pay for the space they occupy?

Mr. Gilbert: Who's that, sir, the caterer?

Mr. Germa: Yes, the caterer. He occupies the entire area.

Mr. Gilbert: The dining room space is part of the total Downsview complex. On our contract with them they guarantee to provide meals at cost plus a certain amount of controlled profit. It is a Government Services contract. Anything else you'd want to know about that contract should be addressed to Government Services.

Hon. Mr. Rhodes: In the simplest terms, we tell the caterers interested in bidding what facilities we have at the Downsview complex. We ask them to tell us what their contract will be. In other words, this is what we supply; what will you supply to our employees based on total cost including what we supply.

Obviously if we didn't have kitchen facilities the price for food would be a lot higher because they would have to allow for capital investment or transportation costs. The fact that we are supplying part of the facility is reflected in the cost of the meals to the employees.

Mr. Germa: I am trying to find out who is getting subsidized, the employees or the caterer.

Hon. Mr. Rhodes: I would say the employee is being subsidized in the price of meals. The caterer, in a sense, is being subsidized by the fact that he is able to give this at a lower cost because we supply the facilities.

Mr. Sargent: Why should the taxpayers subsidize these employees?

Hon. Mr. Rhodes: You are asking why should the taxpayers subsidize the employees? I can't answer that—

Mr. Sargent: Neither can I.

Hon. Mr. Rhodes: —any more than they they should subsidize the members' dining room, I suppose.

Mr. Germa: As I understand it, Mr. Chairman, Canada Catering is not paying the rent and yet you say you are taking a percentage of his profit? Or is he allowed a certain profit? Maybe you could tell me what the details are.

Hon. Mr. Rhodes: There is a maximum that he can make. There is a controlled profit, if you will. He has to guarantee to deliver meals at a certain price over the length of that contract.

Mr. Germa: That's right.

I don't know what the percentage is—what is the percentage of profit he is allowed to make?

Hon. Mr. Rhodes: I don't know.

Mr. Gilbert: It is a Ministry of Government Services contract; have we got the actual—

Mr. L. R. Eadie (Assistant Deputy Minister, Administration): I am going on my memory here now, but I think it was six per cent.

J. A. Milne (Director of Services): I don't know.

Hon. Mr. Rhodes: We can get it for you.

Mr. Germa: Six per cent of what?

Hon. Mr. Rhodes: Six per cent on cost. We will get you the figure from the contract.

Mr. Germa: I would be interested in hearing that, and also maybe an explanation of why, as Mr. Sargent said, why certain people

are subsidized by the public purse so far as their meals are concerned?

Mr. Gilbert: All the employees at Downsview? You are asking why all the employees at Downsview are, you say, subsidized?

Mr. Germa: Well I think we have determined that—that somebody is getting a break here.

Hon. Mr. Rhodes: No, I am saying that if there was any subsidy, it would be the employees who would benefit from it; if, say, the meal prices were lower as a result of the facilities supplied by the ministry. Whether that is correct or not, I don't know, I will have to get the prices and show them to you.

Mr. Germa: If the man supplying the services is not paying the rent, then certainly he can cut the price of his meals. I understand that much about the economics of this thing.

Mr. Gilbert: Is this traditional in every ministry?

Mr. Gilbert: That is right, it is run by the Ministry of Government Services, and it is the same for all.

Mr. Drea: It is also traditional throughout industry, too.

Hon. Mr. Rhodes: It is traditional through industry too, that is correct.

Mr. Germa: When did industry ever subsidize my meals in 35 years in industry? I carried my lunch bucket—

Hon. Mr. Rhodes: I never worked with you; I don't know whether they ever did or not.

Mr. Germa: No, they didn't.

Hon. Mr. Rhodes: I know of areas where they do.

Mr. Germa: Does General Motors subsidize their employees on meals?

Hon. Mr. Rhodes: I can tell you Algoma Steel does, and Inco.

Mr. Ruston: They have facilities in their factories at General Motors; they have a caterer who comes in and serves meals to the employees. They furnish the facilities for the caterer in the General Motors plants.

Mr. Germa: There is no catering service down in Froid Mine, so I am not familiar with that kind of system.

Hon. Mr. Rhodes: Right. You're absolutely right.

Mr. Ruston: That could be.

Mr. Chairman: Mr. Drea.

Mr. Drea: The thing to do Mr. Chairman, instead of leaving it as a subsidy, there are some benefits to the community. First of all, if these people in Downsview were turned loose, this would cause considerable traffic congestion and other types of congestion in the borough of North York. It is not exactly downtown where they work. Private industry, or the borough of North York, particularly, would have to allow the building of huge complexes there, that would be used only Monday to Friday; there would be no use for them on the weekend because the people aren't there.

I think that there are some reasonable considerations. I know there is a ministry of this government coming to Scarborough next year. Certainly I would expect, and so does the borough, that there would be self-contained dining facilities for the people in the Ministry of Correctional Services. There just isn't anything else out there and this would put a great burden on existing facilities in the area.

Hon. Mr. Rhodes: Mr. Chairman, I introduced the word "subsidy" and I probably have created a problem by doing so. I suggested that if there was any subsidy it probably would be reflected in a lower meal cost to the employee. I can't say whether that is the fact or not, I will have to look at the menu and the prices paid.

But the question was, is there a subsidy; or who is being subsidized? I suggested if there was a subsidy it would probably be in a lower price per meal to the employee by the fact that the caterer is not putting out any capital expenditure to supply the facility in which he prepares his food and services—which I think is common in a great many places throughout this province in government and in business.

Mr. Germa: How do you justify running the two dining rooms?

Hon. Mr. Rhodes: It is a question of space really. It is not a question of running the two dining rooms, it is the space that is there.

The only time it is used is at the lunch hour or if someone happens to be working beyond that. No staff is assigned to that dining room. The same staff that works for

the caterer bring the same food up from the same kitchen and serve it in the dining room where the executive staff, the executive directors, deputy ministers, assistant deputy ministers and directors are sitting.

Mr. Sargent: How many people in the executive dining room? How many will it serve?

Mr. Gilbert: Oh, 50 or 60.

Mr. Haggerty: They have the same thing in the Workmen's Compensation complex down at 90 Harbour St. One section was for the employees. I think there were two or three steps up and a little railing across and that is where the executives had their dinner. But it is all from the same kitchen.

Mr. Germa: How does the food get from the kitchen to this second-storey dining room?

Mr. Gilbert: There is a little dumb-waiter coming up.

Mr. Ruston: Some of them walk themselves.

Mr. Germa: When was this dumb-waiter put in?

Mr. Gilbert: About a year ago. They used to carry it. Somebody used to walk upstairs with it. Then they put in this dumb-waiter about a year ago.

Mr. Germa: That must have been a pretty expensive proposition.

Mr. Sargent: I agree with Mr. Germa: I think it is a put on in that there is an executive group there while you have the peasants downstairs eating in the other place.

An hon. member: Oh come on!

Mr. Sargent: All right, come on! A lot of big corporations are getting away from that now. They are having their top brass eat with the staff.

Mr. Gilbert: Mr. Sargent, I eat downstairs sometimes at the other cafeteria.

Mr. Sargent: I believe you would. That means you are trying to sell something if you are doing that. I don't see any reason why you should break it up and there should be separate groups have their own special little ball game, the same as the cabinet eats separately from us ordinary people here.

Hon. Mr. Rhodes: I eat separately from the whole building. I don't use it at all. I go elsewhere.

Mr. Gilbert: He doesn't like our meals.

Mr. Germa: I think it is coming through loud and clear that this is a needless expense, this second dining room to serve the egos of a few of our top brass people.

Mr. Gilbert: There are meetings from time to time and what have you. I must say this that many times the discussions go on after a meeting. You have arranged to meet there with other people and you carry on your meeting.

Mr. Sargent: It is the only thing we understand. We can't talk about these millions and millions. We understand things like this.

Hon. Mr. Rhodes: Let's understand this very much. I have gone with staff into that room when I have been out there for meetings. In the case of people who have been at meetings all morning, the meetings will continue on. There are policy decisions to be made when the discussions are going on, and they are continued through the lunch period, when they go in there and eat.

Mr. Sargent: That's chummy, that's nice.

Hon. Mr. Rhodes: You disapprove of it. I think it is worthwhile as a place where the people can go and deal with matters which are of management importance.

Mr. Drea: Let's put something else on the record here. If I understood your deputy correctly, these people pay a 10 per cent premium which will cover the additional cost.

Hon. Mr. Rhodes: Yes.

Mr. Drea: So whatever they get they are paying for.

Mr. Germa: We don't even know that.

Mr. Drea: What?

Mr. Germa: We don't even know what the original cost is because we haven't determined it.

Mr. Drea: On the price of the meal, if I understand the deputy correctly, there is 10 per cent added on for those who are in that room. It is not exactly a free service.

Mr. Germa: If you get a \$2 meal for \$1 then that 10 per cent is certainly not covering the cost.

Mr. Drea: Then you had better close the members' dining room.

Mr. Germa: That's what I am trying to find out, but I am not finding out anything.

Hon. Mr. Rhodes: Mr. Germa, I think we have said to you earlier that we will make some of these figures available to you as to cost per meal, and we can bring you a copy of the menu from each dining area.

Mr. Germa: Maybe you can also tell me the price of the dumb-waiter and the price of the potted plants that you have put in there.

Mr. Gilbert: You would have to go to the Ministry of Government Services.

Mr. Germa: This building is owned by the MTC.

Mr. Gilbert: No, it isn't. It is Ministry of Government Services, Mr. Chairman.

Mr. Germa: Well it is controlled by you.

Hon. Mr. Rhodes: We rent it.

Mr. Sargent: It all goes back to one thing, Mr. Minister, that the Ministry of Government Services run it, but the policy is set by you as to how you want to separate your people. That's all. It is up to you to decide that.

Hon. Mr. Rhodes: No, I just accepted whatever policy was there when I came in, as far as that is concerned.

Mr. Sargent: That is what I am saying, you are drifting along there on the tide.

Hon. Mr. Rhodes: It works rather effectively. I think there is a lot of merit to having a separate dining area for your executive people who are dealing with policy matters continually. The dining room has been there since 1961, even before that.

Mr. Sargent: Gordon Carton couldn't go there because he is not one of the brass now. That is how you separate people.

Mr. Drea: That is not true at all.

Mr. Gilbert: We would welcome Mr. Carton there at any time.

Hon. Mr. Rhodes: I extend an open invitation to you, Mr. Sargent, to come with me at any time.

Mr. Sargent: I don't believe it.

Mr. Haggerty: Bring all your colleagues. Take them there with you.

Hon. Mr. Rhodes: But don't bring any booze.

Mr. Sargent: I'll bring my shin pads, I'll tell you that.

Mr. Chairman: Shall this vote carry?

Mr. Sargent: No, I want to talk about policy development and research. Are you on to that yet? It is \$21 million.

Hon. Mr. Rhodes: That one has been set off until Tuesday.

Mr. Sargent: Oh it has, I am sorry.

Mr. Chairman: At the request of your colleague.

Mr. Germa: Why Tuesday? What's wrong with tomorrow?

Hon. Mr. Rhodes: Oh okay, tomorrow. I thought somebody said Tuesday. Mr. Ruston said he preferred Tuesday.

Mr. Drea: Mr. Ruston asked for Tuesday and it was agreed.

Mr. Germa: As long as I know what is going on here.

Hon. Mr. Rhodes: I am sorry. I understood Mr. Ruston said Tuesday and you had agreed; and I said Tuesday was fine.

Mr. Germa: Oh, okay.

Mr. Sargent: Are there no toll-collection services any more, anywhere in Ontario? Why? Whose job is it?

Mr. Haggerty: I have two or three items here—

Hon. Mr. Rhodes: Excuse me, before you start, Mr. Sargent was asking if there were any toll collections in Ontario. I said no. He wants to know why. Because there is no place we charge tolls.

Mr. Haggerty: Toll-free system in Ontario?

Hon. Mr. Rhodes: The last ones were the Burlington Skyway and St. Catharines.

Mr. Sargent: You must have done a lot of research on this principle of putting the charge on the user. Why not put a series of tolls around the country and take the load off the taxpayer?

Hon. Mr. Rhodes: It has always been a policy of this province, as long as I can remember, that there should be toll-free highways and that we weren't going to go into the system that was used in many states in the United States, where they charge tolls.

Mr. Sargent: Do you have any thoughts on it yourself?

Hon. Mr. Rhodes: Yes, I like the idea of toll-free highways. I feel that all of the taxpayers in the province have contributed and they are all using them as a toll-free system. I think it is a good idea.

Mr. Sargent: You think all the other administrations are wrong then?

Hon. Mr. Rhodes: Yes, I think so.

Mr. Sargent: In the States; they are all wrong?

Hon. Mr. Rhodes: Yes.

Mr. Sargent: Good for you. Thank you.

Mr. Germa: Mr. Chairman, I agree with the minister that we shouldn't have tolls in Ontario, if that is any help to you.

Hon. Mr. Rhodes: That is a great help. Thanks for your help.

Mr. Drea: Boy, there goes the left-wing alliance.

Mr. Haggerty: On the last item, in vote 2301, is that \$12,000 revenue from the bridge at the city of Niagara Falls?

Hon. Mr. Rhodes: No, that is a payment we make to Niagara Falls, and it is one that Niagara Falls continually complains is not high enough.

Mr. Haggerty: This is quite true. You are going back to George VI. How many years ago was that?

Hon. Mr. Rhodes: That was before my time.

Mr. Gilbert: About 1941.

Mr. Haggerty: About 30-odd years ago. The agreement surely should be revised by now? I don't know who gets the revenue from the concessions that are below the bridge. Does the province get that?

Hon. Mr. Rhodes: All right. Anything that is in the area there now, any concessions or anything in the Niagara Falls area, is controlled and operated by, or franchised out by, the Niagara Parks Commission.

Mr. Haggerty: There are quite a number of stores located under the bridge. I know the Niagara Parks Commission pays no taxes to the municipality. In other words, they get quite a bit of revenue from selling certain things, or leasing the stores out to some other person to sell goods, and pay nothing in taxes in return, except what you are offering them here, this \$12,000?

Hon. Mr. Rhodes: No, I don't think that \$12,000 applies to the Niagara Parks Commission. I think they do pay tax, or grants in lieu of taxes.

Mr. Gilbert: Yes, this is for the Rainbow Bridge. That's right.

Hon. Mr. Rhodes: Yes, it's for municipal property taken when the bridge was built.

Mr. Drea: Niagara Falls wants to rebuild the honeymoon bridge.

Mr. Haggerty: Are there no taxes applied to the bridge itself? I am talking about all the concessions that are under the bridge. There must be a dozen stores in that area.

Hon. Mr. Rhodes: I don't know, it is not ours. We are simply paying this \$12,000 per year according to an agreement for the property that was required for the Rainbow Bridge. That is all we do from our ministry.

Mr. Gilbert: It runs out in 1980. That was a special agreement.

Mr. Haggerty: In other words, you are just paying rent for the property and nothing else?

Mr. Sargent: It should be 10 times as much.

Hon. Mr. Rhodes: It is in lieu of tax. In 1980 we will be all squared away.

Mr. Haggerty: Who gets all the revenue from the bridge tolls that are collected? Who gets that?

Mr. Drea: It is a private bridge.

Hon. Mr. Rhodes: It is not in my ministry. It is an independent authority.

Mr. Haggerty: It is? I thought the province built a portion of that bridge?

Mr. Drea: No, none of them. They are private companies.

Hon. Mr. Rhodes: Even though the province is involved in other bridges.

Mr. Haggerty: Well you built the one at Lewiston?

Mr. Drea: No, we didn't. It was a private company.

Hon. Mr. Rhodes: I don't know, frankly, but I know that I don't have any bridges in my jurisdiction, no international bridges at all in my ministry.

Mr. Drea: All four of them are privately owned.

Mr. Haggerty: What four?

Mr. Drea: The Peace Bridge, the Rainbow Bridge, the lower bridge—the railway bridge—and the suspension bridge.

Mr. Haggerty: Do you know what revenue the town of Fort Erie receives from the international Peace Bridge there? They receive about \$87,000 a year, and when you look at this \$12,000 this is what I think the grievance is.

Mr. Drea: Yes, but look at the land the Peace Bridge owns in Fort Erie compared to what the Rainbow Bridge owns in Niagara Falls.

Hon. Mr. Rhodes: I understand what our involvement is, and I think Niagara Falls' complaint is that they should be receiving more as the years have gone on. But there was an agreement signed to pay \$12,000, and it is simply to compensate the city for the loss of taxes on the property that was required for the Rainbow Bridge.

Mr. Haggerty: Okay.

On vote 2302:

Mr. Chairman: Vote 2302, item 1, general maintenance.

Mr. Ruston: This is general maintenance on highways. Mr. Germa mentioned it, and he is familiar with it, having used the highways in the Sault Ste. Marie to Thunder Bay area, where sometimes you run into heavy frost areas. I understand this is where the problem is. Do you have any estimates of what the cost is per mile in that area? What are you spending now and what would you have to spend to stop this heaving and stuff?

In other words, have you any idea what it would cost you to build that road so that it wouldn't heave there as much as it does; compared to what it cost for the type of construction you did at this time? How much more do you have to do? Is it possible to stop this?

Hon. Mr. Rhodes: I'm really going to pass this one to some engineer.

Mr. Gilbert: This is very difficult, but Mr. Adcock may have an answer.

Mr. Ruston: I imagine it is, I'm just wondering.

Mr. Gilbert: You have to know how many frost heaves you are going to treat and what

have you. Maybe Mr. Adcock would have something to add.

Mr. Adcock: I don't really have an answer to your question, Mr. Ruston; because it depends on each individual situation. Some can be extremely expensive. On many treatments recently we have employed styrofoam, which actually insulates the subgrade. That's an extremely expensive proposition.

Others we can dig out and treat much more simply just by putting in gravel. So the additional cost would be totally dependent on the area you are working in. In northern Ontario, as you very well know, there is a little bit of everything; everything from pretty good going to pretty awful going. But certainly there is no question it is a lot more expensive.

Mr. Chairman: Mr. Ferrier.

Mr. Ferrier: In connecting link maintenance, is that initiated by the municipality or are you sometimes involved in bringing it to the attention of the municipalities and having it discussed?

Hon. Mr. Rhodes: It is usually the municipality that asks for a connecting link agreement with the province—if that's what you are referring to.

Mr. Ferrier: Yes, I'm thinking of one that was done four or five years ago in Timmins. There is a section of it that has really deteriorated and is tremendously bumpy. I don't know whether they had to dig it up a little while later.

Hon. Mr. Rhodes: They should be coming to us with this as part of their work programme, and we would subsidize it according to our connecting link agreement.

Mr. Ferrier: So the initiative must be at the municipal council level. I know the ONR railway bridge is still up in the air; is this a connecting link kind of thing too, or is it under a different vote?

Hon. Mr. Rhodes: My understanding of that was that the ONR or ONTC was attempting to work out something with the city of Timmins. I don't think it really involved our ministry as far as highway maintenance goes.

Mr. Adcock: We were involved in the engineering.

Hon. Mr. Rhodes: In the engineering, but not in the agreement.

Mr. Adcock: But the ONR is still, I understand, dealing with the city of Timmins.

Mr. Ferrier: I know it is not resolved.

Mr. Adcock: But it is not resolved as yet; you are right.

Hon. Mr. Rhodes: We would like to see it resolved.

Mr. Ferrier: I would, too. Anything you can do to bring it to a head would be welcomed by a lot of people.

Mr. Ruston: This isn't your complete connecting link programme? Is this all you have in connecting links, \$250,000? Or are they in some other vote?

An hon. member: Just maintenance.

Mr. Sargent: How do you buy your salt?

Hon. Mr. Rhodes: By tender. Mr. Adcock, who has been supplying us with salt this year?

Mr. Adcock: Three companies—the Canadian Salt Co. in Windsor, the Sifto Salt Co. and the International Salt Co.

Mr. Sargent: You don't give it all to one company—you split it up, do you?

Mr. Adcock: It is all tendered, Mr. Sargent, for allocation in each district.

Mr. Sargent: Oh I see.

Mr. Adcock: Each district has a tender, and companies bid on it.

Mr. Sargent: So it could be different companies around?

Mr. Adcock: Yes.

Mr. Sargent: In your opinion is there any—

Mr. Haggerty: Price fixing.

Mr. Sargent: —price control factor. In other words, do you get variance in prices?

Mr. Adcock: Yes we get a variance in the tendered amounts, so we've no reason to believe that it's not competitive.

Mr. Gilbert: You might add, Mr. Sargent, that really what seems to keep them honest is that every so often countries like Romania or the communist countries, try to bid against them. This does seem to keep things in line as far as prices are concerned.

Mr. Sargent: In other words, they can ship here and still be competitive?

Mr. Gilbert: They have tried. Every so often they ask to bid. I don't think we have ever had an actual contract though.

Mr. Adcock: No. The municipalities around Metro Toronto in the winter of 1972-1973 used quite a bit of that salt. They haven't shipped any in since that time.

Mr. Sargent: You can get all you want, can you?

Mr. Adcock: Oh, yes.

Mr. Germa: Is there any difference in the salt? Are there different grades of salt?

Mr. Adcock: Yes. The salt we get from the North American Continent is pretty consistent. We have specification for it and it is tested just like any other material with which we are supplied. We don't very often have any difficulty. One of the main difficulties we have with salt delivery is dampness, sometimes the salt is caked. Normally our salt supply is very good.

Mr. J. P. Spence (Kent): Mr. Chairman, I understand from the estimates in the past that you have been doing some research in regard to some substitute to salt. We find that the salt and car companies look as if they are working together. We just wonder what research you have carried out in order to find some substitute for salt.

Mr. Gilbert: We continually research anything anyone brings in, but we haven't been able to find a substitute for salt. I might add that a number of years ago, when the automobile companies started to work on the paint and the finish, that had a more far reaching affect on the life of a car than actually coming up with a substitute for salt.

Mr. Spence: The paint is protecting the steel or the metal more?

Mr. Gilbert: That's right.

Mr. Sargent: Zeibart.

Mr. Ruston: No commercials.

Mr. Gilbert: Even the finish itself, Mr. Chairman.

Hon. Mr. Rhodes: I think it goes without saying that there is not much question that the most economical and the most efficient way of carrying out de-icing is to use salt. I think they have tried all sorts of substitutes.

Mr. Haggerty: Does salt cause problems in breaking up the roads? In the long period, through the freezing and the thawing, will that fracture the asphalt on the roads? Have you found that? I have seen it happen. I think this is what causes it. For example,

coming onto the Queen Elizabeth Way where you have had new asphalt laid, all of a sudden in the spring it is all fractured.

Mr. Gilbert: Certainly we continually look at this, but the big thing you have to keep in mind is that salt is really the only thing that will keep the roads clear. In the location you are talking about, if we weren't using the chemical we just wouldn't be moving traffic.

Mr. Sargent: Are you using any glass in your construction?

Mr. Adcock: We have some experimental sections down where we have used glass aggregate in asphalt paving. We are examining the results of those now.

Mr. Sargent: How does this tie in with icing? Does that help any?

Mr. Gilbert: Not that we have found.

Mr. Germa: Could I ask if you are having any results as a result of using styroform?

Mr. Adcock: Yes we have found styroform to be extremely successful in prohibiting frost heaves. It is not without its problems, and it is very expensive, but generally speaking it has been quite successful.

Mr. Germa: Of course, the cost benefit isn't in price, is it?

Mr. Adcock: I don't know what the cost benefit would be, Mr. Germa. Comparing it to what we call conventional construction it is extremely expensive; not only the cost of the material but the cost of actually placing the material is quite high.

Mr. Germa: I have seen it done and recognize the cost.

Mr. Chairman: Mr. Drea.

Mr. Drea: Mr. Minister, I want to ask you what steps do we take when repaving rather long sections of controlled access highways, like the 401, on behalf of the driver who has to use it? I want to bring up about three instances. First of all, last year, we were repaving—Mr. Ruston can probably correct me—I think both sides of the 401 from Tilbury to Windsor, long sections of it.

I happened to drive along that one night in August, going toward Detroit. There was a rather bad thunderstorm that night and that road wasn't marked. There were no marks on that new asphalt whatsoever. Even though long stretches of it had been completed and paved, there was no mark whatsoever. Believe me, that night the traffic

was down to about 25 mph and groping all over that road to keep going. And the rain-storm, while I say it was somewhat severe it wasn't exactly a typhoon or anything like that.

Again, this year, between Kitchener and London, I think around Woodstock, there was a great number of repavings. At night when you would come along there you would come off a well-painted section and all of a sudden you would run into the longest stretch of just pure black. Cars have run off of things like that.

Again this year, when they are doing sections on Highway 401 there is a speed limit of 70 mph on there, and very often you get very little warning, believe me. The only warning you really have, far in advance of any sign, is the trucks starting to put on their brakes and getting over to the other lane.

I realize that we have to have highway maintenance programmes and I realize that when they are putting down new asphalt there is a time lag. They can't exactly paint it at the same time they put it on. But it seems to me that when a contractor can lay whole miles of this stuff he at least can start putting on white dots or something temporary until the regular crews can get there.

I suggest to you that while the accepted trade practices may do very well on the conventional, non-controlled access highways—because at least there are other ways to get your bearings—on a controlled-access highway all of a sudden that pure black asphalt, particularly at night or in a rainstorm, makes for very hazardous driving.

For three years when I lived in Etobicoke I had to brave the Queen Elizabeth Way and the Highway 427 reconstruction. Let me tell you, in the winter time with that type of construction, and the slop and the absence of white lines and everything else, that really was a frightening experience. All the way down the line it was very difficult, particularly in the winter time, even for people who were doing it every day.

I realize these are construction companies doing it and I realize they have to pay attention to some standards. I realize certain areas of the road have to be closed, because you want to protect the workmen. But it seems to me that they could put a little bit of effort—perhaps at your instigation—into making these temporary things useful to the driver and more safe for the driver.

Hon. Mr. Rhodes: As far as the paint is concerned, that is something that should be

done by the ministry. It is the ministry's policy to keep as tight up as possible, and these long stretches should not be left unmarked. I think the deputy will agree that has been the policy, to keep up, and someone is not doing the job properly if that is happening, even between courses. If they have put down the first course and we know there is another one coming, we will still paint at least the dots on the first course to create the lanes that are necessary, and then come back after the second course is laid and paint it properly.

Mr. Drea: I would like to see a little bit more than a little dot; maybe a six-incher instead of a two-incher. It wears off, it is not going to be a permanent problem, but it is very difficult to drive those roads, particularly at high speed, when they are under repair, because the lines are missing and it is very difficult for you and the other drivers to keep bearings on the road.

Mr. Ruston: That is something I was going to mention, this general maintenance, Mr. Minister. We appreciate the fact that in the last two years you have spent about \$3 million in Essex county to resurface Highway 401. Everyone knew the condition it was in,

and the experimental thing that was done before as to surface and so forth, but they did rebuild it this time and did go to a lot of extra pains to improve conditions that were maybe not done correctly at the time it was built, which was 20 years ago. They have improved many of the overpasses and adjoining lanes at the overpasses have been improved considerably.

It is an exceptionally good road now, although some people still say that eventually it might drop again over a period of years because of the nature of the basic construction. However, we will worry about it when that time comes, because they did put a fair amount on it this time. I think about three inches; is that what they put on this time, or what was the amount?

Mr. Adcock: I think it was more like four and a half.

Mr. Ruston: Four and a half? It should hold better. I will say, they did a very good job of improving the lanes and the overpasses all the way through, an exceptionally good job.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Thursday, November 7, 1974

Opening statements	S-2261
On administration programme	S-2279
Maintenance programme	S-2294
Recess	S-2297

S-79



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Standing Resources Development Committee
Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Thursday, November 7, 1974

Evening Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 7, 1974

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF
TRANSPORTATION AND
COMMUNICATIONS

(continued)

On vote 2302:

Mr. Chairman: Have we finished with item 1?

Mr. E. R. Good (Waterloo North): Which vote?

Mr. Chairman: Did you want to speak on item 1?

Mr. M. C. Germa (Sudbury) I would like to ask a question on item 1?

Mr. Chairman: Yes, okay.

Mr. Germa: I would like to ask the minister how we participate in the programme of interprovincial bridges. I understand there is some federal input into this as well as the Province of Quebec and the Province of Ontario. Could you explain that to me?

Hon. J. R. Rhodes (Minister of Transportation and Communications): I will get somebody who is an expert on the interprovincial bridges. You are referring to one specific one?

Mr. Germa: I am referring to the Hawkesbury bridge.

Hon. Mr. Rhodes: Okay; we are familiar with that one.

Mr. Germa: First of all, I would like to have a general outline of how you go about this.

Mr. H. W. Adcock (Assistant Deputy Minister, Operations, Research and Development): In the past there has been different arrangements for each different interprovincial bridge, Mr. Germa, depending on the time the agreements were made.

The original Hawkesbury one was made many years ago—before the war. That agreement indicated that Quebec would pay 33½

per cent on the cost of the construction and that the federal government and Ontario—I'm sorry, I'm wrong—Quebec would pay 50 per cent of the original cost, Ontario and the federal government would pay 25 per cent each but Quebec would have no maintenance involvement. The maintenance has, since the bridge has been in situ, been paid for on a sharing basis between Ottawa and Ontario.

The bridge is in some state of disrepair at the moment and we are negotiating with the Province of Quebec and the federal government's Department of Public Works to come up with a new agreement. It would be an entirely new agreement if a new bridge were built, although we have hopes right now that we will be able to do some maintenance work and maintain the bridge in a reasonable state of repair for a few more years.

Other interprovincial bridges, like the one at Portage du Fort, which is between Renfrew and Pembroke, have a different kind of agreement. The Macdonald bridge between Ottawa and Hull has another kind of an agreement. Each one is somewhat different.

Mr. Germa: It's strange that we don't have an all-encompassing agreement for interprovincial bridges; that each one is negotiated separately.

Mr. Adcock: Each one has been negotiated as the need for the bridge came along.

Mr. Germa: I'm concerned with the maintenance on the Hawesbury bridge. I understand it's in pretty bad disrepair and there are light load limits on it. I can understand Quebec's concern, because apparently the responsibility lies between the feds and the Province of Ontario, as far as bringing this bridge up to standard is concerned.

Mr. Adcock: That is correct.

Mr. Germa: Okay, who is dragging their feet? Is it the Province of Ontario or is it the federal government which refuses to go along with maintenance to upgrade this bridge?

Mr. Adcock: We have always paid the maintenance bills. The responsibility for the actual maintenance work lies with the federal

government's Department of Public Works. We just pay our share as per the agreement.

Mr. Germa: Have you been in negotiations with the federal government? Are they willing to go along with bringing this bridge up to standards?

Mr. Adcock: Yes, in the recent past negotiations have taken place. We've been doing some load testing on it. We don't think it is as bad as the federal government seems to think it is. We feel it can be maintained and kept in a reasonably good state of repair for a number of years, rather than destroy it and build a new bridge.

Mr. Germa: Do the feds want to put a new bridge in?

Mr. Adcock: I don't really know whether they want to put in a new bridge, or whether they would be prepared at this point in time to undertake major repairs. They would be major repairs, of course.

Mr. Germa: Yes, I understand that. At this point in time who is holding back? It sounds like both parties are in agreement that it should be maintained or upgraded. Where do we go from here? Who is going to motivate repairs?

Mr. Adcock: We think this will be the route we will follow. We will undertake some major repairs in the immediate future to maintain the bridge. We would hope it would be five to 10 years before a new bridge would be needed.

Mr. Germa: I understand there are major repairs required. Did you not lose a span last June or something like that?

Mr. Adcock: No. There have been some punch-outs of the deck which can be repaired without too much difficulty. There are some structural repairs to the steel trusses that are needed. They are not impossible to do, although they may be costly. But a new bridge would be an extremely major proposition.

Mr. Germa: Would it not be advisable to come to some all-encompassing agreement rather than go through these negotiations year after year? If you build a new bridge are we going to end up with some different contract or agreement than any other bridge?

Mr. Adcock: I would hope we can get a better agreement than the original agreement.

Mr. Germa: On this dickering back and forth, in this case it looks like Quebec got the best part of the deal, in that they were relieved of all maintenance. This bridge has been there for, say, 30 years—

Mr. Adcock: That's right.

Mr. Germa: I think we were out-shuffled in that case. So would it not be advisable to come to some agreement that this is an interprovincial bridge, and that we both have responsibility for both construction and maintenance, so we'd know exactly what we are talking about, instead of one province trying to outwit the other? In this case I think we've been outwitted.

Mr. Adcock: That was many years ago, I couldn't comment on that

Mr. Germa: I realize that, but we are going into a new era now and presumably there is going to be another bridge built some day between Ontario and Quebec.

Mr. Adcock: I'm sure there will be many bridges built in time. As a matter of fact, Ottawa has just completed a bridge without any provincial involvement from either Quebec or Ontario, in Ottawa.

Mr. Germa: Who paid for that, the feds?

Mr. Adcock: The federal government, yes; totally.

Mr. Germa: The National Capital Commission, probably.

Mr. Adcock: It was sponsored by the National Capital Commission but paid for by the Department of Public Works.

Mr. Good: Who maintains it?

Mr. Adcock: The federal government, totally.

Mr. Germa: What is the present load limit on the Hawkesbury bridge?

Mr. Adcock: I can't remember, off hand; I think it is 20 tons.

Mr. Germa: It is pretty light and it is inhibiting certain truckers in that area. A 20-ton limit is curtailing the trade and commerce, as they are having to go all the way down to Montreal. That's the only bridge between Ottawa and Montreal. Is that correct?

Mr. Adcock: Yes, it is.

Mr. Germa: That's a pretty long strip without access other than at a 20-ton limit. So I think the province has to go ahead with that, if the federal government's in agreement. I couldn't find out who the heck was dragging their feet.

Mr. Adcock: I don't think anyone is dragging their feet, Mr. Germa. It's a question of negotiating and getting the thing on track and the work will be done just as soon as possible.

Mr. Germa: You are trying to extract a new agreement from Quebec. Is that what's holding you back?

Mr. Adcock: No, as long as that bridge stays there the agreement would have to remain in force. A new bridge would require a new agreement, of course.

Mr. Germa: Oh, I see. You are negotiating in the event that you build a new bridge.

Mr. Adcock: Yes, that was the beginning of the negotiations. We are presently in a stage of negotiating the possibility of repairs rather than replacement in the short term.

Mr. Germa: How much do you estimate the repairs at?

Mr. Adcock: I don't have an estimate right now, but it would be substantially less than a new bridge.

Mr. Germa: Thank you.

Mr. Chairman: Mr. Haggerty.

Mr. R. Haggerty (Welland South): Thank you, Mr. Chairman, I want to go back to what a couple of the other members discussed about lighting conditions on highways, and particularly the type of luminous lights that are required in some sections of Highway 3. This particular road is a four-lane highway from Fort Erie west to Gasline and the city of Port Colborne. There are some intersections where lights have been installed and it has certainly been a great help to the motorists. A driver has to use Highway 3 to turn off on any of the concession roads or the major regional roads, and one has the difficulty of trying to locate the intersection. The lines are there, but you can't see them on a dark night, particularly on a night when rain is falling. I recall I guess when Mr. Gomme was the Minister of Highways a few years ago, he indicated in my questioning to him that they would install the lights on a 50-50 basis with the municipality. Is this practice still in force?

Hon. Mr. Rhodes: I don't think that's the policy where it's pure King's Highway.

Mr. Haggerty: Well this is a four-lane highway. I think there should be some established policy here that these roads are properly—

Mr. H. F. Gilbert (Deputy Minister): We have a policy Mr. Haggerty, as far as illumination of highways is concerned, but quite frankly a number of years ago we did bring back the lighting some, because we found that going from a really dark area to a heavily lit area and then back to a dark area again, caused as many problems as it did—

Mr. Haggerty: Well, the motorists had quite a problem finding the proper intersections to turn off. I'm one who has that problem. As many times as I use the town-line road, that's between the city of Port Colborne and town of Fort Erie, boy I'll tell you it's a nightmare to find those intersections. It's a good thing you have a wide culvert there or I would probably end up in the ditch every time because you just can't find it. Where the city of Port Colborne has installed lights, it has been a real help to the motorists, the people who are using these intersections.

I was just wondering if that policy was still in force, that you would pay 50-50? That would be just one light to light up the intersection.

Somebody says "Yeah" over there.

Mr. W. Bidell (Assistant Deputy Minister, Planning and Design): On the King's Highway, if the municipality requests it at the intersections, if in our opinion the lights are not warranted from a traffic service point of view, we would not put it in at our cost. If the lights were warranted we would, of course, put them in. But if the municipality asks for it, and if the requirement is still beyond what we consider it warrants, we will still consider the 50-50 arrangement at intersections only.

Mr. Haggerty: At intersections? I am delighted to hear that.

The other matter was, I believe, in maintenance of highways. I had written to the ministry back in April, 1973, concerning the new Highway 140, from Welland to Port Colborne. This is the road that is constructed on a joint cost basis with the St. Lawrence Seaway Authority; I think they might have paid the whole cost. But there are intersections that perhaps need some type of lighting installed, particularly at overpasses where

you have a partial cloverleaf. The study said—here I'll quote this letter: "I had a phone call from Mr. Ray Haggerty, MPP Welland South, regarding some intersections on Highway 140 which he feels are inadequately signed in relation to night driving." And then he goes on to say that lights are required at certain intersections. I am sure that you have had a letter from the city of Welland requesting that the speed limit be raised on that portion between Highway 140 going west from the townline tunnel over to Highway 58. Now if there is one particular intersection that should have luminous lighting it is Highway 58 on that portion that connects with Highway 140 to the townline tunnel.

Mr. L. Maeck (Parry Sound): That sounds like a parochial question.

Mr. Haggerty: It is a parochial, but there has been a number of accidents at this intersection. This is on Highway 58 and I suggest that some consideration be given to installing the proper lights in that vicinity.

The other question, Mr. Chairman, concerns the general maintenance of roads. I don't know who established the policy, but I travelled from Port Colborne west to the town of Dunnville and beyond that, and saw the patching on this portion of Highway 3. You may come in with some asphalt and patch for seven feet or 10 feet and then you go to 200 ft, 300 ft, and back to 50, back to 75 ft. The road is bad enough as it is without adding more bumps and ridges to it.

I just wonder, haven't you got sufficient funds to do a good asphalt job on that road? You are 10 or 20 years away from constructing a new road to replace that old Highway 3 from Port Colborne to Dunnville, but surely you should be able to put a good stretch of asphalt on there now?

Mr. Gilbert: As far as funding is concerned, there are an awful lot of highways that are that way and if we went ahead and tried to do the same thing on each of them, where would we be? Although it appears, thinking of that one particular highway, that it is the wrong way—

Mr. Haggerty: I guess it is a habit with the department, because it continues year after year. This is all you have done. If you are driving that road in the least little icy condition or wet weather, it is hard to keep a vehicle on the road it is so rough. It is nothing but ridges all the way through, and some of them are pretty sharp rises on the

road that can almost take the front end out of your car.

Mr. Gilbert: I think we can take a look at it as far as resurfacing is concerned, and look at it from the resurfacing point of view rather than a patching point of view. I might point out that the patching is done by our normal maintenance people, as you know, whereas, the resurfacing is done—

Mr. Haggerty: This was done by a contractor.

Mr. Gilbert: Oh I see, a patching contractor?

Mr. Haggerty: Yes. It is quite a way to get the asphalt in that area for stretches of 200 ft, 75 ft and 10 ft and so on, and the next place you go 50 ft beyond that and that is probably where they should have had the patch.

Mr. Gilbert: It is hard to figure it out, I know.

Mr. Haggerty: This is right, and it is a well-travelled road, that Highway 3 from Fort Erie to Windsor. It carries quite a bit of traffic, particularly truck traffic.

Mr. Gilbert: We are making a note of it now and we will certainly look at it.

Mr. E. Sargent (Grey-Bruce): Mr. Chairman, I think we should announce that CP has announced that the Liberals have won the election in Carleton East.

Mr. Maeck: Not officially; I still have \$100 riding on our party.

Mr. Sargent: I will take it right now.

Mr. Maeck: No. I have it with Morty Shulman.

Mr. Chairman: Order please.

Mr. Sargent: Mr. Chairman, I am glad the deputy minister is aware of the importance of our area and of the potential traffic in the years to come, because we are the playground of not only Ontario but the border state of New York in the peninsula, with the ski-ing and the whole resort area of Sauble Beach. I have seen plans projected by a former minister, Mr. Gomme, that were going to give us enough actual road to feed the area in 1990.

Mr. Maeck: You won't be around by then Eddie.

Mr. Sargent: Since you have taken over the job, what is the future of the Sauble Beach road and roads like that? You know what a mess there is in the summer time. What is the future of the Sauble Beach road?

Mr. Gilbert: As you know, Mr. Sargent, we do have long-term plans for that road, but when you say what is the future, are you talking about within the next five years?

Mr. Sargent: I mean within our generation. All my life I have been hearing this nonsense; but progressively it has become the busiest road in Ontario in the summer time. You know that. What are we going to do about it?

Mr. Gilbert: Well actually, from a long-term point of view, and Mr. Bidell I think will agree with me on this, we are aware that sometime away in the future it will require four lanes. But when that will be, in what time limit Mr. Sargent, I don't think we have even got it on our list, have we Bill?

Mr. Bidell: Are you referring to the road west of Highway 6, known as the Sauble Beach road?

Mr. Sargent: Yes.

Mr. Bidell: We have no plans for that within the next five years.

Mr. Sargent: That's why I am asking the deputy minister. He knows the problem, but he is doing nothing about it.

Mr. Gilbert: That is not our road right now. That's the Shallow Lake road.

Mr. Sargent: There is some kind of a deal working isn't there, Mr. Deputy?

Mr. Gilbert: The one Mr. Sargent is talking about, I think, is from Highway 26 to Highway 6; is it not, sir?

Mr. Sargent: I was really talking about from Owen Sound to Sauble.

Mr. Gilbert: Yes, that's right, it is Highway 70.

Mr. Sargent: Maybe, I am not sure of my ground here.

Mr. Gilbert: But it ends at Highway 6. I think you are referring to west of Highway 6?

Mr. Bidell: Oh, from Highway 6 to Sauble Beach. That is not our road.

Mr. Sargent: That's not your road; but weren't you talking about an arterial road up through Kitchener and Walkerton to service that area? An arterial road is a four-lane highway, isn't it?

Mr. Gilbert: Could be two lanes, Mr. Sargent.

Mr. Bidell: The ministry was talking about and did indicate plans at some time in the future for an arterial road.

Mr. Sargent: I don't know your name, what is your name?

Mr. Bidell: Bidell.

Mr. Sargent: Mr. Bidell, you are probably in tune with what is going on, but in view of the large acquisitions that the minister knows about in the Bruce peninsula park area and the plans for a great development there, it is pitiful on the access roads to that area now, the glut of traffic. So you have nothing planned for it?

Hon. Mr. Rhodes: I think one of the things we did undertake, and some of that has already been done, is a total transportation need study for that whole area.

Mr. Sargent: Yes, for 1990.

Hon. Mr. Rhodes: Well I don't know about those dates, but I am talking about—

Mr. Sargent: I will be dead then and so will you.

Hon. Mr. Rhodes: Oh I am going to be around. You will be around too. My goodness, you will outlive us all.

Mr. Maeck: A young fellow like the member for Grey-Bruce will live 100 years.

Hon. Mr. Rhodes: We have talked to some of the people from the area and one of the things they were concerned about was that they wanted to have a complete, integrated study of transportation—all modes; air travel and the supplying of air facilities into the Owen Sound area, highway studies as well as rail—to determine just exactly what the total needs were into that whole area; because as we have mentioned, it is a ski area.

Mr. Sargent: Southern Ontario you look after 100 per cent, Mr. Minister, but we are sucking the hind tit up there, to use the language we use up there. We are talking facts. We get the last thing that is going on. For the fantastic tourism we have up there—the minister knows all about it and the deputy knows—nothing happens.

Hon. Mr. Rhodes: I hope you are being general when you say we in the south forget about that part of Ontario. I don't.

Mr. Sargent: I know you have your problems in the north, but we have our problems too.

Hon. Mr. Rhodes: Your problems are not much different from mine, about the same. The whole problem is just a matter of the demands that are being made upon the ministry.

Mr. Sargent: Dollarwise?

Hon. Mr. Rhodes: Not only dollarwise but prioritywise. You know, I live with these things.

Mr. Sargent: How can you spend millions of dollars for land acquisition when you don't give us the roads to service it as a park area?

Hon. Mr. Rhodes: Well I haven't acquired any land.

Mr. Sargent: But you spend \$6 million on that ferry and people can't get up there because the roads are glutted.

Hon. Mr. Rhodes: My ministry didn't acquire any land there.

Mr. Sargent: I know they didn't, but I am saying there should be a liaison.

Hon. Mr. Rhodes: But you well know, again, that it is generally accepted that you acquire the lands when the lands are available in order to keep them in public ownership.

Mr. Sargent: I know you have problems, but I want to say I am concerned about it and I think you should be too. I am glad the deputy knows our problems, but nothing is happening.

Mr. Gilbert: Mr. Sargent, you have to agree that at least Highway 10 has been improved over the last—

Mr. Sargent: When is it going to be finished?

Mr. Gilbert: We have a steady programme to—

Mr. Sargent: You are going to keep progressing?

Mr. Gilbert: We hope so, sir.

Mr. Sargent: I came down there yesterday and it's getting great in some places, pretty

shaggy though. It is the worst part of Ontario, what's left there.

Mr. J. Root (Wellington-Dufferin): Come on.

Mr. Sargent: Come up some time. I'll bet you \$100 it's worst.

Mr. Maeck: Make a trip around the rest of the province and then say that.

Mr. Root: I made a trip down to Dryden and—

Mr. Chairman: Order.

Mr. Sargent: One more thing, Mr. Chairman, before I quit. I would like to ask the minister and the deputy, about this area in regard to the vote on maintenance.

What about studding? We want studding, tire studs.

Mr. Maeck: No way.

Mr. Sargent: You say it is a waste. I think the motivation was that it was going to wear out your highways or some nonsense like that.

Hon. Mr. Rhodes: Mr. Sargent, let me tell you that I personally was never ever in favour of tire studs.

Mr. Sargent: Who told you that—Charlie MacNaughton?

Hon. Mr. Rhodes: I live in an area that has just as many winter problems if not more than you do in other parts of the province.

Mr. Sargent: Any hills up there?

Hon. Mr. Rhodes: We have the odd hill, yes. I was never in favour of the studded tires and I don't think they really ever proved themselves as being that valuable.

Mr. Sargent: Why are you opposed to them?

Hon. Mr. Rhodes: There have been studies that have shown quite conclusively that they do damage the highway surface.

Mr. Sargent: That's your main argument? Is that more important than lives?

Hon. Mr. Rhodes: I don't think it has been proven they do save lives. Most of the arguments that were put forth in favour of studded tires were that they could have a quicker getaway from corners. I don't think you can really say, Mr. Sargent, and I ask you if you can to produce information that anyone ever

was fatally injured in an accident that could have been avoided by having studded tires.

Mr. Haggerty: From my own personal experience I put quite a bit of confidence in them. I've had some close calls and if I had not had the studded tires perhaps I wouldn't be around here now.

Mr. Sargent: Would you allow snow tires in snow country like we have?

Hon. Mr. Rhodes: Snow tires? Sure.

Mr. Sargent: Would you allow studded tires up there in snow country?

Hon. Mr. Rhodes: I don't think it is going to work. I can recall the initial debate on this—I was involved in municipal politics then—when the big argument was that we in the north should have them and if people in the south didn't want them they wouldn't have to have them.

Mr. Sargent: What's wrong with that?

Hon. Mr. Rhodes: My immediate argument was what are you going to do, are you going to put a massive tire changing station somewhere around Barrie or somewhere south of where you are?

Mr. Sargent: What are you going to do if the tourists come in here and are still using them?

Hon. Mr. Rhodes: They don't. They come in and they are charged just as anyone else.

Mr. Sargent: You have to be kidding?

Hon. Mr. Rhodes: No I am not. There was criticism on this from New York people—

Mr. Sargent: I can't believe that.

Hon. Mr. Rhodes: I will draw to your attention that two other states have now decided they are going to ban the studs—the State of Michigan for one and the State of Wisconsin.

Mr. Sargent: Is that true?

Hon. Mr. Rhodes: Yes sir. I am sorry; Minnesota not Wisconsin, Michigan and Minnesota.

Mr. Sargent: There is a great case for them and I don't know whether you know—

Hon. Mr. Rhodes: There is a great case—

Mr. Sargent: In the Barrie crash studs could have saved some lives.

Hon. Mr. Rhodes: That is an opinion. It is not based on any fact.

Mr. Sargent: What facts have you that it isn't true?

Hon. Mr. Rhodes: I haven't made any statements like you have. You have said conclusively that the crash could have been avoided. I am saying you can't substantiate that.

Mr. Sargent: There was a report that said that.

Hon. Mr. Rhodes: I have not seen any report that ever said that. You know and I know that you can have all the studs on you want, but if you can't see anything—

Mr. Sargent: I will leave it this way. The people that live in our area really want studs and if we can't have it, then okay.

Hon. Mr. Rhodes: As far as I am concerned, I would not be prepared to introduce anything that would provide for the use of studs again, because I think we would be the only jurisdiction in North America with such regulations in a very short while.

Mr. E. M. Havrot (Timiskaming): Mr. Chairman, coming from an area that has a bit of snow in the winter time—our temperatures range as high as 50 below zero—

Hon. Mr. Rhodes: That is not high, that is low.

Mr. Sargent: This will be a whitewash.

Mr. Havrot: In my opinion and the opinion of a lot of people up in my area, studded tires give you a false sense of security. That's number one. After the temperature gets past 30 above and the ice brittles up—

Mr. Sargent: We have five yes-men across there.

Mr. Havrot: Just a minute. Studded tires have a tendency to slide more than the conventional rubber tires; tests have proven that out without any question. They have even conducted tests on Lake Temiskaming in the middle of winter at 40 below and that has been proven by the skid marks and so forth. So your argument, as far as I am concerned—maybe you are in southern Ontario and you may have a lot of slush, but we have a lot of snow and very cold weather. I would like you to come up there when it is about 35 below and we will try you out.

Mr. Maeck: In other words, the member for Grey-Bruce is two years behind the times.

Mr. Chairman: Shall item 1 carry?

Mr. Germa: Mr. Chairman, I presume the province participates in these programmes of the municipalities when they melt the asphalt and drag it with a rake and reroll the asphalt, rather than repaving or resurfacing the street. It is regular municipal maintenance.

Hon. Mr. Rhodes: If it is part of their maintenance programme, I would think they probably have it in the total they submit to us for subsidy.

Mr. Germa: You do accept that as part of road maintenance, do you? This burning of the asphalt; melting the asphalt and then scratching and rerolling it?

Mr. A. A. Ward (Director, Municipal Branch, Operations Division): If it was part of road maintenance, sir, yes, that is accepted, where they literally burn it. If they consider that a maintenance item and they were doing it, we would normally subsidize it.

Mr. Sargent: Did you recruit all these guys to help the minister?

Mr. Germa: You recognize it, then, as a form of—

Mr. Ward: The operation would be considered normally as maintenance and it would be subsidized.

Mr. Germa: It is my observation that we did quite a bit of this in Sudbury this past summer, rather than pave or put a new top on. We did it because the surface was cracked and rough—we didn't do it for deslicking—and it didn't come out very good. Every hole that was in the original is now there except that it is rougher. It smoothed the holes, only it gave a rough surface.

Mr. Ward: It would be the municipality's prerogative to decide whether that was the method they wanted to use to try and refurbish the surface.

Mr. Germa: Have you people done any testing on this mode of maintenance? Who advises the municipalities? Where does the city of Sudbury get expertise to determine that burning this pavement and scratching it and rerolling it is going to accomplish anything? Does the ministry not do any testing to approve a maintenance programme?

Hon. Mr. Rhodes: We don't like to interfere with the engineering staff of a city like

Sudbury, which has its own professional people employed by the region and the city. They determine what they think will best serve their needs and they submit these costs to us, which we subsidize under the usual terms. Any municipality that wishes to avail itself of any testing or expertise of the ministry can get it through the district and regional offices.

Mr. Germa: Has this mode been tested by the ministry?

Hon. Mr. Rhodes: I don't know. We've never used it, provincially. But in the municipalities where they feel they can use this mode they have done so. I don't think I've ever seen it done.

Mr. Ward: I think the answer is probably that if they decided to carry this out they wouldn't necessarily refer to us before they did it. They assumed, if they were doing it, that it was a good idea and we would subsidize it. It would simply be done and then we would subsidize it as an item they did. The district possibly didn't know that they were carrying out this particular maintenance item because they do their own maintenance.

Mr. Germa: Well presumably a municipality can submit anything they call maintenance and you people pick up your 50 per cent of the cost. You don't evaluate to see if there is good dollar value?

Mr. Ward: At this stage, no; we don't, in the way you are stating it.

Mr. Gilbert: As the minister mentioned we don't profess to have someone who knows all about this type of treatment. Maybe the ministry would gain from information such as this.

Mr. Germa: Presumably the city knows more about this programme than the ministry does. Each municipality has one roads engineer and he's run off his feet. The staff in a municipality like Sudbury is just not there to put in or test innovative programmes. That's why I wondered why the ministry doesn't get involved in testing these things out before a municipality goes out and spends maybe \$200,000 on a programme which they haven't the facility to test.

Hon. Mr. Rhodes: I don't know how long Sudbury has used this particular method.

Mr. Germa: A couple of years.

Hon. Mr. Rhodes: Well I assume they used it a first time, and their engineering people,

who were qualified, were satisfied it had served in the particular job they wanted to do. If the municipal people themselves—not only the residents but the municipal council—were satisfied with the results, I would hesitate to go in and say to them: "You don't know what you are doing."

This is really not what is expected of the ministry, to go in and challenge the capability of the people doing the job. Nor would we want to challenge the right of the people running that municipality to determine what will serve their needs. If it is not a good job I would hope the municipal council themselves or the residents who were unhappy with it would draw it to the attention of their own people.

Mr. Germa: Yes, but each municipality in turn might be making the same mistakes. You make the mistake in Sudbury and you might do the same thing in Thunder Bay and you might do it in Fort William; whereas if we had a central clearing house to evaluate a programme, then each municipality wouldn't make the same mistake over and over again.

Mr. Havrot: Mr. Chairman, to my knowledge the town engineer in Kirkland Lake has consulted with the ministry on various occasions with regard to treatment of roads. I mean he never goes out on his own and says: "I'm going to do it this way." He relies on the expertise of the ministry; and I'm sure that information is available to all engineers, whether they're engineers or just road superintendents.

Hon. Mr. Rhodes: I think it's fair to say too that a lot depends on the size of the particular municipality. In the smaller communities they obviously will go to the ministry and ask for some assistance from the engineering capability there. The larger communities are usually pretty well staffed. I think Sudbury probably has a very sophisticated engineering staff.

Mr. Germa: We've made mistakes in the past. I don't know if you recall when we resurfaced a bunch of streets a few years ago. I don't know where the specs came from for the amount of tar in the bituminous, but anyway the thing ended up too soft and at every stop sign the continuous braking of the cars made the surface slide forward. After we put the white lines down we found that the walk line was six feet out of kilter. The pavement had slid six feet ahead because there was too much tar or something in the mix.

I don't think we have the expertise to determine just what kind of a mix we should have in our asphalt.

Mr. Gilbert: We certainly assist from time to time with mixes and with problems. We are often asked to come in and comment on problems, but we certainly don't try, on every programme that they have, to control just what they're going to do about it, Mr. Germa. As the minister says, a lot of it depends on the expertise they have available. In the city of Toronto, there's no use in us going in there and trying to tell them a lot of things about urban streets, where they know more than we do about it, to be quite honest.

Mr. Germa: I don't think I'm asking the ministry to challenge any municipal council. I think what I'm asking is that there be a central source of information where a municipality may come and get some expertise.

Mr. Gilbert: We try to be that.

Hon. Mr. Rhodes: I think it's safe to say that any municipal engineer who wishes to come to the ministry and get advice, or has a problem he thinks the ministry can help him with, will find that our people are available for that at any time. There's no question about that. In fact, I know, there's a pretty good liaison that goes on between the district and regional offices with the municipal engineering people. Certainly that experience was in my city, and I think it's general across the province.

Mr. Haggerty: It's that way in the Niagara peninsula, too.

Hon. Mr. Rhodes: There are liaison committees that operate regularly between the ministry and the professional engineers in the various municipalities. They hold meetings quite regularly here in Toronto. Once a month they gather down here to meet and discuss mutual problems. So our people are certainly available and participate quite willingly in these discussions; and we'll certainly deal with any problem, like the one you've just mentioned, if they would like our participation. Perhaps it's one that we should bring forth at the next meeting. Say: "How's it working?" and find out from Sudbury what the problems are.

Mr. Havrot: Mr. Chairman, there's one area I was a little bit concerned about, and that is the highway signs. Now shoot me down if I'm out of order; is this under this vote and item, or what does it cover?

Mr. Gilbert: General maintenance.

Mr. Havrot: What I'm primarily concerned about is: For example, I drive about 800 or 900 miles a week, and coming down the highway, say Highway 11, there's a sideroad coming onto the highway. There's a sign along the sideroad saying "merge." Two weeks ago I came down and I almost got into two different accidents because of that merge sign.

I was on the main highway, Highway 11. The person coming in on the sideroad noticed the sign, "merge," and he's merging with me. If I hadn't braked I would have been in an accident on both occasions. I would suggest that a "yield" sign should be put there rather than a "merge" sign, because all it does is invite trouble and possible accidents.

This is prevalent along the highways. I have noticed quite a number of these sideroads where "merge" signs are placed along the main highways.

Hon. Mr. Rhodes: In an effort to come up with some sort of standard it depends on the angle of the sideroad coming into the highway. If it comes in on an angle, such as a ramp, coming onto an arterial route, the "merge" sign is used. Has it been drawn to the attention of the district engineer up there?

Mr. Havrot: It's not just in my area, it runs right down the line.

Hon. Mr. Rhodes: Well if that is the question, you certainly—

Mr. Havrot: The question is who is responsible in the case of an accident? What of the fellow who comes off the sideroad and merges onto the main highway?

Hon. Mr. Rhodes: I think you are asking the wrong people.

Mr. Havrot: I may be asking the wrong people, but I still feel that in my community we should have "yield" signs at intersections.

Hon. Mr. Rhodes: But you will find "yield" signs are at intersections.

Mr. Havrot: And on sideroads too.

Hon. Mr. Rhodes: Yes, but certainly at intersections. If you check where these "merge" signs are, unless somebody has goofed badly it's where there is a specific angle. Where a merge can't work, if it's a straight "T" or "L" intersection, you are going to have either a "stop" or a "yield" sign.

Mr. Havrot: This is a merge on a "V". It is a "V" right down from the sideroad onto the main highway.

Hon. Mr. Rhodes: A "merge" sign usually will be effective there. It may not be where you are talking about. If that is the case maybe we should—

Mr. Havrot: I wish you had been in the car with me on the two occasions. There is a question in your mind as to who is right. When that car enters from the sideroad onto the main highway it's "merge," it doesn't say "yield."

Hon. Mr. Rhodes: Certainly one of the vehicles is facing the merge sign, and the responsibility to merge rests with that driver. But Bill Bidell may have something.

Mr. Havrot: We will give you the—

Mr. Bidell: At this intersection, sir—

Mr. Havrot: It's not an intersection, it's just a run-in from a sideroad; it falls right in and melds.

Mr. Bidell: At this sideroad is there an extra lane adjacent to the lane you were driving in?

Mr. Havrot: Not to my knowledge.

Mr. Bidell: Then that should probably be a "yield" sign. But where there is an extra lane for a person coming into the mainstream of traffic, that's different. That's a merge and the right of way then belongs to the car on the through lane.

Mr. Havrot: On the through lane, right.

Mr. Chairman: Mr. Maeck.

Mr. Maeck: This might be a little parochial, Mr. Minister, but I am looking at item 3 on this vote, repaving present roads. There are 15.8 miles of roads being paved—

Mr. Chairman: You are ahead of us. We are discussing item 1.

Mr. Maeck: I'll hold off, Mr. Chairman, if you wish.

Mr. Chairman: Is item 1 carried? Carried.

Item 2, winter maintenance.

Mr. Good: I want to talk on item 2.

Mr. Chairman: Is item 2 carried?

Mr. Haggerty: No, we have two members here who wish to discuss item 2.

Mr. Maeck: He wants to talk on item 3.

Mr. Good: I am talking on item 3.

Mr. Haggerty: I have something on 2. Has the ministry given any consideration, to areas in Ontario that are more troubled with winter conditions than others? I think particularly of the Niagara peninsula.

I live in a community that juts out into Lake Erie, catching all the storms that go in that area south of Buffalo. Municipalities like this can spend quite a bit of money for winter maintenance. Sometimes they can almost go beyond their budget for the year.

I can think of another place, the city of Niagara Falls, where the mist rises from the falls and then settles on some of the roads.

I think winter maintenance on these roads, for salt, is rather a heavy expenditure on the municipality. Now it's the region, but I was just wondering, if perhaps, there wouldn't be some consideration given.

Another place I can think of is the town of Pelham. Due to the hill in that particular area, the cost of winter maintenance runs very high. I thought perhaps there should be some consideration given to certain municipalities in the snow belt area. There should be additional funds made available for winter maintenance.

Mr. Gilbert: Are you talking about the municipality—

Mr. Haggerty: It takes in the municipality. It takes in Highway 20. It will take in Highway 3.

Hon. Mr. Rhodes: Excuse me. Are you referring to the amount of money we would spend as a ministry on this, or are you referring to the subsidy we would provide?

Mr. Haggerty: The subsidy too, Mr. Minister.

Hon. Mr. Rhodes: May I suggest that that particular part would be on municipalities in item 7, Mr. Chairman?

Mr. Haggerty: I tried; I thought I might get it in.

Hon. Mr. Rhodes: We confine ourselves to our highways at this stage.

Mr. Haggerty: Yes. How much tendering do you ask for from outside operators for winter maintenance? Do you do it all yourself or are there contracts let out?

Mr. Gilbert: Are you talking about salting?

Mr. Haggerty: Salting, yes.

Mr. Gilbert: Actually we have winter maintenance sanding and salting contracts in Toronto, Hamilton and Owen Sound districts. In the other districts, we contract for individual trucks to maintain certain sections of roads. We have contracts for winter maintenance sanding and salting in just Toronto, Hamilton and Owen Sound districts.

Mr. Haggerty: Do you supply any of the equipment?

Mr. Gilbert: Oh yes, we supply the sanders in every case.

Mr. Haggerty: They install them on their equipment?

Mr. Gilbert: That's right; both for the contract sanding as well as for what we call the day labour rental.

Mr. Haggerty: And who calls the crews out to put the salt or sand on the roads?

Mr. Gilbert: Our patrolmen; our night patrol.

Mr. Haggerty: Suppose he's maybe 30 or 40 miles from an area that needs maintenance service right away, how do you get these persons out to do the work? Does the local road superintendent, or personnel in charge of a particular yard, have to wait for a patrol officer to come in and inspect before the contractors are called out to put salt on the roads?

Mr. Gilbert: In most cases, Mr. Haggerty, they have radio contact with the district patrol garage and we have what we call night patrolmen who patrol the roads. If they see a slippery area or if they see an area where plowing should start, then they radio to the patrol crew and they call out either the sander or the plow.

Mr. Haggerty: They do an exceptionally good job in my area, but I was just wondering if everything is left to the patrolmen to call out the equipment.

Mr. Gilbert: That's right, Mr. Haggerty.

Mr. Haggerty: And if he isn't around a particular area, then the equipment is not being dispatched?

Mr. Gilbert: If a citizen called in, say to the local garage, they would get in touch with that night patrolman.

Mr. Haggerty: Does your department then work in co-operation with the police department in the area?

Mr. Gilbert: Yes, the OPP work quite closely with us in all areas of the province.

Mr. Haggerty: They can request this equipment then, too?

Mr. Gilbert: That's right, yes.

Mr. Haggerty: Good enough.

Mr. Gilbert: We have good relations with the OPP.

Mr. Chairman: Does item 2 carry? Carried. Item 3. Mr. Maeck, followed by Mr. Good.

Mr. Maeck: I'm not sure whether this comes under item 3 or not.

Mr. Haggerty: Not again.

Mr. Maeck: It has to do with repaving the present roads, but it also has to do with partial reconstruction. I'm interested, mainly, if I can be parochial for a moment—

Hon. Mr. Rhodes: It would appear this particular subject doesn't fit into any specific vote, so perhaps we could skip it.

Mr. Maeck: Mr. Minister, let's not skip it so quickly. I'm interested in 15.8 miles of road that is being reconstructed and repaved on Highway 11 between Burk's Falls and Trout Creek.

Mr. Chairman: Who is the member in that area?

Mr. Maeck: I think his name is Jones, I'm not sure.

However, what I'm interested in finding out is, with the repaving and reconstruction are we considering any three-lane passing areas in that particular area? As Mr. Germa has pointed out, northern Ontario requires passing lanes. I am wondering if this has been taken into consideration with the reconstruction of Highway 11 in that area.

Hon. Mr. Rhodes: First of all, I think there is quite an assumption on your part that Parry Sound is part of northern Ontario. It has not really become a part of it.

Mr. Maeck: No, but we're working on it, Mr. Minister.

Hon. Mr. Rhodes: It's wishful thinking on your part, but we'll allow you that freedom.

Mr. Maeck: Thank you.

Hon. Mr. Rhodes: Can someone tell me if we have any passing lanes on the boards as far as No. 11 is concerned from Trout Creek—

Mr. Maeck: Burk's Falls to Trout Creek, roughly.

Hon. Mr. Rhodes: From Burk's Falls to Trout Creek.

Mr. Gilbert: I don't think so, but I think Mr. Melinyshyn might be able to add something there.

Mr. W. S. Melinyshyn (Programme Engineer, Priority Development Branch): In this particular section, sir, there are no extra passing lanes being added. There is, however, an extension to some of the existing passing areas. The reasoning, I guess, is that we have only started in the last year and this year to put emphasis on it. With any future repaving or resurfacing contracts passing lanes are being investigated. In this particular case, it was looked at and only the truck climbing lanes are going to be extended.

Mr. Maeck: Fine; then I have one other question. With regard to the Almaguin secondary school halfway between South River and Sundridge, are there any plans to put in a left-hand turn lane leading to that school? Could you tell me that?

Mr. Melinyshyn: I'm not that familiar with the details of the contract. I would have to look it up for you, sir.

Mr. Maeck: Fine, thank you.

Mr. Chairman: Mr. Good, followed by Mr. Root.

Mr. Good: I'm sorry I can't be more specific as to where this was, but at the time it was very clear in my mind that there was a repaving job that was partially completed when winter set in. The normal ridge on the road, which appears down the centre when the coat is put on one half and not on the other half, appeared to be left over the winter and, in my view, it was quite a hazard at the time.

Mr. Gilbert: Where is this?

Mr. Good: Well it was last winter. Would it be on Highway 6?

Mr. Gilbert: It certainly wouldn't be normal to leave it as you stated.

Mr. Good: It would be a normal practice?

Mr. Gilbert: It would not be normal to leave that. You're saying that one half of the

road was paved and the other half wasn't paved?

Mr. Good: One half was resurfaced and the other half wasn't.

Mr. Gilbert: Well that certainly wouldn't be normal, Mr. Adcock further points out it's certainly against the terms of the contract.

Mr. Good: It is?

Mr. Gilbert: I would think that if—

Mr. Good: Well maybe I'm mistaken and it was not left over winter. But at the time it appeared so to me. It would be a year ago this fall; it runs in my mind that it was somewhere on Highway 6, but I'm not sure.

Mr. Gilbert: While you're thinking of the location, Mr. Good, I might add that quite often in the fall of the year we are pushing a contractor to get the surface covered with hot-mix before the winter. Sometimes he will leave a section while he's finishing a grade so he can carry on and complete that, and it may be several weeks—

Mr. Good: But this would not be a normal practice? I thought at the time that surely it wouldn't stay that way, but it was so late and I didn't see any equipment around, so I thought it must be going to be left like that. I'm sorry I can't be more specific, but I'm glad to hear that this is not a normal practice.

Now what about resurfacing? Would you allow a newly resurfaced road to continue all winter without the centre-line markings. That is another thing you find when you're travelling over a road that is being resurfaced, that there are considerable stretches without markings. It's most difficult to drive on a newly-surfaced black highway at night without that centre-line marking. Do you have a policy on that?

Hon. Mr. Rhodes: That particular matter was brought to our attention earlier. What we are saying is that it is not our policy to leave these newly-paved areas without some centre marking. That is not the policy, and if there is any extreme stretch like this, then something is not being done properly. It is not our policy to leave them unmarked. We recognize that it is not being very safe.

Mr. Good: On the subject of centre markings, I drive back and forth between my area and the Bruce peninsula. And, believe me, there are centre markings I would no sooner trust than fly. You just can't trust the centre markings. Then there are other areas—and I am thinking about one particular curve

where you can see a mile ahead—where there are solid markings both ways and you shouldn't pass. I would certainly feel a lot safer passing on a curve like that.

Both my wife and I feel that you cannot always trust the broken line to indicate that it is safe to pass because there's often a dip ahead, and a mid-size or compact car cannot be seen in some of these dips where your markings indicate you should be able to see. I wonder if you make allowance for smaller cars when you mark the highways with the broken line for passing.

Mr. Adcock: Mr. Good, the standards we use in Ontario are national standards; they are used by all the 10 provinces and by most of the American states. They do take into account the lower eye level of the driver in the smaller foreign vehicle. If there are locations such as you describe, then we would certainly like to hear about them specifically so we could have them checked.

Mr. Good: All right. I would be glad to. Next time I drive up there I will look.

Mr. Adcock: There is the odd time we find that something probably hasn't been laid out correctly. We'd welcome your suggestions.

Mr. Good: But the problem is not in my own case. It is seeing a small car that's in a dip.

Mr. Adcock: The standards take account of both the eye level of the driver of the smaller car and the smaller car which has to be seen.

Mr. Good: I see; all right. I'll make a note of that.

Hon. Mr. Rhodes: But if there are problems we would like to hear about them.

Mr. Good: All right. Thank you.

Mr. Chairman: Mr. Root.

Mr. Root: Yes, Mr. Chairman, I would like to thank the ministry on behalf of the people of Wellington-Dufferin for the amount of resurfacing and rebuilding that has been carried out in the extension of a certain highway, for which I pressed for many years and which was carried out last year. But so that you can't say that I am just buttering you up, I would draw your attention to one of the older highways, that between Acton and Rockwood, Highway 7. It is one of the older highways; it is narrower than they build highways now, and there are a lot of dips and hollows. People have asked when that highway is going to be rebuilt and resurfaced.

You probably know about it. Mr. Kerr has mentioned the same thing; it is partly in his riding, between Acton and Rockwood; Highway 7. I am not sure whether it is on the plan or not.

Hon. Mr. Rhodes: Mr. Melinyshyn will look up our work schedule for the coming year.

Mr. Melinyshyn: It's way down here at the bottom of the list.

Mr. Root: I am in Wellington.

Hon. Mr. Rhodes: Well, that starts with a W; it is down pretty low.

Mr. Root: I know, but if you had seen how low they were when I was elected, when most of the highways were gravel roads; and on the ones that weren't gravel roads, you would have to hang lanterns out at night around the potholes—even the paved roads. However, they have all been rebuilt but this one.

Hon. Mr. Rhodes: It certainly sounds like northern Ontario.

Mr. Root: I have driven most of the highways in northern Ontario too.

Hon. Mr. Rhodes: We will check this for you to see where we are on this. It is between Acton and Rockwood on Highway 7?

Mr. Root: On Highway 7. There is a stretch that has some very sharp dips and if somebody is not watching the white lines—

Hon. Mr. Rhodes: I think you might be pleasantly surprised next year.

Mr. Root: I have every confidence, knowing the good judgment that you show with all the fine highways that are in that part of Ontario and northern Ontario. When I think of the miles of highway per member in northern Ontario, and per population, you haven't done too badly in the time I have been around here.

Mr. R. F. Ruston (Essex-Kent): Pretty rough.

Mr. Havrot: No, I disagree with that. That is a pretty rough statement.

Hon. Mr. Rhodes: I don't know whether the minister is supposed to get into a debate with one of his colleagues, but he is about to now.

Mr. Havrot: I'll tell you something. I drive as many miles as any member in this

room, or any member in this House, in one week. I can tell you that I can drive from Kirkland Lake to Toronto in approximately 5¾ hours.

Mr. Haggerty: You are flying.

Mr. Havrot: No, that is under normal traffic conditions.

Hon. Mr. Rhodes: The OPP are—

Mr. Haggerty: No, you can cut it down to 5¾.

Mr. Havrot: I might say that the highways are excellent. Sure there is room for improvement on secondary roads and so forth, but as to the main highways, they are in the best condition I have seen at any time.

Mr. Haggerty: No wonder the hon. member wants that "yield" sign up there; he is flying down.

Mr. Havrot: As a matter of fact our roads are too good. We get too many fatalities on the roads because of young kids using them for hot-rodding. That is the problem today.

Mr. Chairman: Shall item 3 carry? Carried.

Mr. Germa: Mr. Chairman.

Mr. Chairman: Mr. Germa.

Mr. Germa: Could I ask what special properties sulphur in the asphalt provides?

Mr. Adcock: We haven't actually used the sulphur as an additive to the asphalt yet, Mr. Germa, but we are keeping very close tabs as to what the National Research Council are doing on this in Ottawa. There is a gentleman down there, whose name escapes me, who is an expert on this.

The hope in western Canada, of course, is that they will be able to get rid of a lot of the piles of sulphur they have by using it. We don't know too much about its properties. It is supposed to increase the life of the pavement. We have a fear it may make it more brittle under cold conditions.

But as we don't have great amounts of sulphur in Ontario; we haven't as yet, tried it. We are waiting for somebody else to tell us what their experience has been, and the experience is fairly recent. There hasn't been much time.

Mr. Germa: I'm looking at the March 31, 1973, report, which tells me that a test section of sulphur asphalt was laid at Tillsonburg and is now under observation.

Mr. Adcock: I didn't recall that. The National Research Council is certainly working on it.

Mr. Chairman: Do you have anything more to add?

Mr. Adcock: No, I've nothing more to add. This is the only section, apparently, that we've got. I wasn't aware of it.

Mr. Germa: I wonder if I could impose on the chairman and go back one vote.

Mr. Chairman: Yes.

Mr. Germa: I notice in the report of 1973 that herbicide applications for weed and brush control covered 14,489 miles along highway rights of way. I thought this was resolved in the House a couple of years ago when the minister of the day informed me that there was no longer any spraying along our rights of way because of the outcry that came as a result of danger to females who were carrying a child and to small children out berry-picking along the highway rights of way.

Mr. Gilbert: I certainly wasn't aware of that, Mr. Germa. Quite frankly, our spraying programme is controlled, as you know. Certainly I was never aware that any statement was ever made that we weren't going to be doing any, because the ministry has had an active spraying programme for some years. It's controlled, but it's certainly going on.

Mr. Germa: I myself raised it in the House with Mr. Carton on one occasion and he recognized the danger of these herbicides, as did the Minister of Energy (Mr. McKeough). I thought it was government policy to get away from the spraying of foliage.

Mr. Gilbert: Do you want to speak on that, Mr. Eadie?

Mr. L. R. Eadie (Assistant Deputy Minister Administration): I would just mention, sir, that all of the people who are in charge of the spraying are licensed by the Ministry of the Environment; and all of the sprays that are used are approved by the Ministry of Health and so on. So we haven't had any particular problems that I'm aware of with respect to the spraying.

Mr. Germa: There are certain threshold limits that you can't exceed in any of these herbicides. I certainly understand you can protect the operator. He has the gumption to protect himself. But I'm thinking about chil-

dren; and apparently it's quite potent as far as pregnant women are concerned.

Mr. Gilbert: Mr. Germa, I might also add that certainly in southern Ontario we get quite a few complaints from municipalities if we don't control weeds. It has usually been just the reverse; we've been asked to spray certain areas. As Mr. Eadie was saying, it has been controlled. We work with the Ministry of Health and the Ministry of the Environment, but certainly we've been spraying for some time.

Mr. Germa: I've had certain letters from certain environmentalists who object to it. After you've done your spray job and you drive along the road it looks like you are driving through a garbage dump with all the trees turning brown and all the weeds brown. Everything is just like an atom bomb had been dropped. Not only is the aesthetic value of the highway lost but there is a danger there.

Mr. Eadie: There is a requirement under the Weed Control Act that we must abide by as well. We are into problems with the local farmers and so on if we don't keep our rights of way clear of weeds. I don't recall myself, any problems that have been referred to us about the effect of the spray on humans. There may be some cases, but I don't recall them.

Mr. Germa: Do you ever see any of the studies which come out in the United States regarding this?

Mr. Eadie: I think maybe the herbicides they are using are different to the ones that are approved for use in Ontario; that is the only thing I can add. All of the sprays are approved beforehand and they have not created any problems.

Mr. Germa: Thank you.

Mr. Chairman: Shall item 3 carry? Carried.

Shall item 4 carry? Carried.

Item 5, development roads.

Mr. Haggerty: Is \$200,000 all you have spent on development roads?

Mr. Chairman: This is the maintenance.

Mr. Ward: This is just maintenance.

Mr. Haggerty: You do work on development roads for maintenance purposes then. I

thought after the road was completed it was a policy to turn it over to the municipality, whether it be a county, a region or a town or a city, and they would be looking after it.

Mr. Ward: Actually we use the funding here under maintenance for minor refurbishing, if you want to call it, of certain development roads that haven't been revoked. As an example, possibly it was held over the winter, completed, but maybe needed some shouldering the next spring just to complete it and that type of thing. That is where that comes from.

Hon. Mr. Rhodes: As you can tell, it is a small amount of money in the whole picture. It is obviously not being used on a great many of the development roads that have been built. It is for a rather small amount of this maintenance which is carried on before they are turned back.

Mr. Chairman: Shall item 5 carry? Carried.

Item 6.

Mr. Haggerty: I just wanted to know if this includes all the municipalities of northern Ontario, all the unincorporated towns?

Hon. Mr. Rhodes: It is for statute labour boards, local roads boards or game reserves in the unorganized territories where we have an arrangement or an agreement in many cases with cottage owners who form a local roads board; or in other parts of the unorganized territories, where they have year-round residents who have formed a local roads board or a statute labour board.

Mr. Haggerty: How many miles of road would this cover?

Hon. Mr. Rhodes: I don't know. I don't have that here.

Mr. Welsh: I would be guessing. I couldn't say right off.

Mr. Haggerty: Are there that many?

Hon. Mr. Rhodes: There are 188 local roads boards in the province and 33 statute labour boards.

Mr. Haggerty: That's not too much money to spend on roads in far out places in northern Ontario, is it?

Hon. Mr. Rhodes: This is a matching grant, as you probably know. We match dollar for dollar, with statute labour boards for example.

Mr. Havrot: Isn't that two to one?

Hon. Mr. Rhodes: No, statute labour boards are one to one; local roads boards are two to one.

In the case of the people who gather to form the local roads boards, for example, for every dollar they raise within their own group, we give them two dollars towards the programme they want to carry out.

In many cases it's usually a cottage road for access to their cottages. A lot of them don't want them at too high a standard because they don't want anybody driving up and down the road. They just want a good access road to their area.

Mr. Haggerty: This will be all changed next year if they form local municipalities in unorganized townships.

Hon. Mr. Rhodes: Yes, one of the things I understand that has been proposed by the Treasurer (Mr. White) is the forming of these—

Mr. Haggerty: Local councils.

Hon. Mr. Rhodes: —local councils.

Mr. Haggerty: That's right.

Hon. Mr. Rhodes: This would then make these people who are grouped together eligible for the grants that are available to municipalities. Mind you, it's still on a shared basis, on a subsidy basis.

Mr. Haggerty: One can foresee then there will be a substantial increase in your budget next year.

Hon. Mr. Rhodes: There could be, if these councils are formed. Mind you, we are not forcing anybody to form them. We are saying they can.

Mr. Haggerty: I don't know when the Treasurer is going to be bringing in a bill. I guess he's supposed to be bringing in one very shortly to establish the local councils in the area. This is something we'll have to look forward to in the next estimates, I guess.

Hon. Mr. Rhodes: I would point out that in the Indian reserves you see here the amount of money is not a great amount. You may wonder about that, but that is only the reserves that don't receive a subsidy comparable to the—

Mr. Haggerty: The federal government.

Hon. Mr. Rhodes: In the case of the federal government, we work them both on a

subsidy basis. We treat the Indian reserves exactly the same way as the municipality is treated. We feel we should treat the reserves in the unorganized territory in a way very similar to the unorganized municipal areas. We don't want to be accused of discrimination by either side.

Mr. Chairman: Mr. Sargent.

Mr. Sargent: No, the next vote, I am sorry.

Mr. Chairman: Item six carried. Item 7, municipal maintenance.

Mr. Sargent: Mr. Chairman, we have an increase of 60 per cent in spending towards municipalities in two years. Since 1972-1973 you have a \$50 million dollar increase here in the awards to municipalities, cities and towns, counties, etc. Would you attribute this to regional government?

Hon. Mr. Rhodes: No, we would attribute this to more available money being put to good use. We have been able to increase our available subsidy money to meet the requests of the municipal government.

Mr. Sargent: Where would the municipalities get the money to do their roads? They only control 15 cents on the dollar. They control the right to collect garbage and things like dogcatchers, but they have no source of revenue left. The taxation assessment is all controlled from Queen's Park. Where would they get the money to do their road programmes if it weren't for you?

Hon. Mr. Rhodes: You know full well that we have a subsidy system across this province which varies according to the ability of a particular municipality to pay, based upon their assessment. The money is available to them on the basis of what they are able—

Mr. Sargent: What I am trying to get at—

Hon. Mr. Rhodes: If you would let me try to answer what you are saying. The money available to them is that money which they are able to generate through their own tax base and the amount of money they wish to apply—

Mr. Sargent: They don't create it, you do.

Hon. Mr. Rhodes: No, they generate their own tax base through the taxes they collect from their assessment. They in turn determine how much of that they wish to put into this programme and we match it according to our subsidy. We give 50, 60, 70, up to

as high as 80 per cent in some municipalities. They're not spending nearly as many of their own dollars.

Mr. Sargent: They only collect 15 cents on the dollar.

Hon. Mr. Rhodes: I don't know how you rationalize this, but I'm saying—

Mr. Sargent: You must know. You control all the assessment and taxation down here.

Hon. Mr. Rhodes: That's really not correct. The assessment is provincial. But the assessment figures are made available to the municipality, which in turn taxes their people on real estate; and you know that full well.

Mr. Sargent: The municipality does not tax them. You set taxation assessment.

Hon. Mr. Rhodes: We set the assessment. We don't set the mill rates.

Mr. Haggerty: The assessment, not the mill rate.

Mr. Sargent: You can't collect taxes unless the assessment is your base.

Hon. Mr. Rhodes: We do the assessment and—

Mr. Sargent: That's the key.

Hon. Mr. Rhodes: This is a silly argument.

Mr. Sargent: I am trying to assess why you can increase that 60 per cent in a two-year period from \$84 million to \$134 million.

Hon. Mr. Rhodes: We feel it is essential that the policy of the government is that you put more money into the hands of the municipalities so they would not have to go back into a higher mill rate, so that they could get work done within their municipality on the type of programme they wanted to carry out without having to increase their own mill rate and spend 100 cent dollars.

Mr. Sargent: Could you do this without regional government?

Hon. Mr. Rhodes: Oh, sure.

Mr. Sargent: If you didn't control the assessment.

Hon. Mr. Rhodes: There is no regional government in my area and we get the big mill rates there.

Mr. Sargent: I see. May I ask you this then: Do you anticipate any shortfall for mu-

nicipalities this year in their maintenance programmes and their work programmes on their roads?

Hon. Mr. Rhodes: Are you referring to what the others talked about?

Mr. Sargent: On vote 7.

Hon. Mr. Rhodes: The only shortfall that there would be would be the shortfalls that might be generated within the municipality itself, where they would be prepared, on their own, to spend beyond that which we would subsidize.

Mr. Sargent: Can the deputy minister meet his obligations, then, to counties and the municipalities this year?

Hon. Mr. Rhodes: We have met all our obligations.

Mr. Sargent: Can you this winter, this year?

Hon. Mr. Rhodes: We have.

Mr. Sargent: Will you, under this budget?

Hon. Mr. Rhodes: We have under this budget.

Mr. Sargent: I thought you were budgeting for 1974-1975?

Hon. Mr. Rhodes: Yes, that's this year, this is 1974.

Mr. Sargent: So you've had enough money to meet all the requests?

Mr. Chairman: I think the minister has answered.

Mr. Sargent: I want to hear him say that.

Hon. Mr. Rhodes: Yes, we've met them.

Mr. Sargent: I see. I'm glad to hear you say that.

Hon. Mr. Rhodes: Mr. Ward is the man who is in charge of municipal subsidies. Let him say it.

Mr. Ward: Yes, sir, on municipalities the year-end is Dec. 31 for this vote, as you know, because we're talking calendar years as far as they are concerned and matching their funding. So for the first three months you refer to in 1975, as far as municipalities are concerned the subsidy will come out of the 1975-1976 vote.

Mr. Sargent: On this vote 7, then?

Mr. Ward: This is the 1974 vote, precisely, because it's annual as far as payments to municipalities.

Hon. Mr. Rhodes: Let me add one other factor on this, too. The \$35 million that we're talking about was transit subsidy.

Mr. Sargent: I've never heard that figure before—\$35 million—what do you mean?

An hon. member: This is for buses and that equipment.

Hon. Mr. Rhodes: Yes, part of this figure is the money that goes to municipalities for their transit.

Mr. Sargent: Under vote 7—\$135 million?

Hon. Mr. Rhodes: Yes, operating deficits, capital expenditures.

Mr. Haggerty: This is really for bus—

Hon. Mr. Rhodes: I'm sorry. This is just operating; not capital. My apology.

Mr. Ward: That's correct, \$99.4 million is for roads.

Mr. Sargent: I see.

Mr. Haggerty: Then you haven't increased it that much.

Mr. Sargent: That's right.

Mr. Ward: Not a great deal on the roads.

Mr. Haggerty: In other words, what you're saying, if I can follow along on your views here, perhaps—I thought for a minute that you had increased the subsidy to local municipalities to some 60 per cent within the last two year period, but apparently not.

Hon. Mr. Rhodes: No.

Mr. Haggerty: I can sense that some municipalities cannot even cope or keep abreast of the current inflation that hits municipalities. I can recall some of the articles in the papers as to why some of the municipalities haven't been able to maintain the roads. I can think of one, or perhaps a couple in my riding. In Fort Erie there isn't sufficient subsidy coming in from the provincial government to maintain the roads. I know of many areas which have been neglected, because they can't keep up with inflationary costs.

When I talk about inflationary costs, much of the present expenditure of road maintenance has been eaten up by wages and

equipment. Very little of it is left to rebuild and maintain some of the roads in the area.

Hon. Mr. Rhodes: No, I can't accept that criticism, because I think my experience has been in going around this province—and I've done a fair amount of it—I've talked to people and met with an awful lot of municipal councils who are very satisfied and content that the moneys made available to them met their needs. Remember, there is no point in attempting to give them more money than they can possibly spend. Many municipalities will come in—

Mr. Sargent: You haven't got it.

Hon. Mr. Rhodes: —and say, "we want to spend \$500,000 on a particular job." We know full well they will never spend that \$500,000, because they will not get that amount of work done. And so we will, in discussions with them, bring their programme down to something they can realistically handle—not necessarily financially, but that they can get done within that year.

Mr. Sargent: Didn't you default last year across the province?

Hon. Mr. Rhodes: It's of no value to us to have over-budgeted—

Mr. Sargent: Didn't you default last year across the province?

Hon. Mr. Rhodes: —for municipality A if they're not going to use it. It just goes back into the general revenue.

Mr. Haggerty: I would like to know what municipality A is. I'm sure it's not the town of Fort Erie, the city of Port Colborne, the township of Wainfleet, or the town of Pelham. I know, in particular, some of these municipalities have been crying for more municipal assistance to maintain the roads.

Hon. Mr. Rhodes: Yes, I know that a lot of them would like to double their programmes and everything, but we find that maybe they're not capable of doing that.

Mr. Haggerty: It is just like I've said. All it will take is a couple of good snow storms in the area in the month of December, and they're into debt on road expenditure for this year.

Mr. R. B. Beckett (Brantford): Oh, come on.

Mr. Haggerty: Oh yes.

Hon. Mr. Rhodes: Now, wait a minute, Ray. I have had some experience in that area, too. You know and I know that when you budget in a municipality you are budgeting from Jan. 1 to Dec. 31—right?

Mr. Haggerty: Right.

Hon. Mr. Rhodes: And you know and I know that a good part of winter takes place after Dec. 31. Don't give me that business about your snow maintenance and winter maintenance, because you know and I know that part of that is carried over into the following year's budget anyway and is subsidized the following year. Come on, now.

Mr. Haggerty: No, I haven't seen that practice. If they are doing it today it is so they can get more.

Hon. Mr. Rhodes: It has been done since the year 1. You budget for the first two or three months of the following winter. The budget that a municipality will strike in the spring of 1975 will be to cover their winter budget for the months, say, of November and December. January, February and whatever else is left—in my part you can go into March and April—is budgeted that spring to pay the back and the first three months of the following year.

Mr. Haggerty: I have sat on local council and I know that we have let roads go, instead of even keeping up winter maintenance—I am talking filling in the holes in the road and grading them, and so forth—so that we would have enough money to cover for any snowfall, because we could spend—

Hon. Mr. Rhodes: Can I offer you a good suggestion? You have been doing it the wrong way. What you should do is budget the winter half that is in 1974. If you budget that for 1975—

Mr. Haggerty: I have seen in the township of Bertie that we have spent half of our money for road maintenance on snow removal alone.

Hon. Mr. Rhodes: Sure, and I have been caught in the same thing, but what you do is you pick it up in the following year's budget. That is exactly what I am talking about.

Mr. Haggerty: How can you, when you have put the freeze on? For example, since we went into regional government the town of Fort Erie, the township of Bertie and the village of Crystal Beach are all one municipi-

pality. I think since they went into there they haven't been able to increase their road maintenance expenditure. In fact I think if I figured it out there is only about \$6,000 difference from the time they went in in 1969 up until this present day. I don't have the budget set up with me but—

Hon. Mr. Rhodes: I don't have the figures here. I would have to look it up.

Mr. Haggerty: But I am sure you, through your ministry, must have received some correspondence from the municipalities concerned about this, that there just wasn't sufficient revenue coming in from your department for maintenance in a municipality.

Hon. Mr. Rhodes: Well, I must say very frankly to you that the experience that I have had this year—and I can show you correspondence from municipalities and from all over this province—and in discussions that I have had with delegations they have been very, very, very satisfied, and I am talking about all of them now.

Mr. Haggerty: I am not going to put up an argument, or dispute what you are saying. It could happen in a number of municipalities. Then again, I mentioned before, in talking about winter maintenance, in the town of Pelham, due to the hill at Fonthill, they can spend quite a bit of money in municipal road maintenance just for salt that they put down—otherwise you can't climb the hill.

Hon. Mr. Rhodes: Depending on the severity of the winter.

Mr. Haggerty: This is right. It really hits their road budget, because when they spend that money for winter maintenance such as sand that has to be put on the roads, they can't put it on and keep the roads built up.

Hon. Mr. Rhodes: Yes, but I think it is fair to say again, to go back to what I said originally, that the money that they would spend in January, February and March is money that they will budget for in the following year's budget. I am sure if they had a severe winter—and I know that has been my experience in my municipal life—if you go to the municipal branch they are aware of the extra costs and there will be extra subsidy to handle that. But you have to budget half in one year and half in the other, because that is the way it happens with winter.

Mr. Haggerty: Well, they are taking a chance that they don't have a severe winter.

Hon. Mr. Rhodes: Sure, you gamble this year, but you may have to pick it up the following year and the subsidy will be there.

Mr. Haggerty: I don't know where they are going to pick it up, because as I said it really cuts down on their actual road maintenance—that is, to keep the roads up as good passable roads in the community. I mentioned this particular area because it is part of the Province of Ontario that is right out into a snow belt—it juts right out into the end of Lake Erie. You know what Lake Erie is like; this is where all the storms come up; they hit south of Buffalo and Fort Erie and that area and there is quite a bit of it. You can drive from Fort Erie to Welland and there isn't any snowfall at all. Or you can go from Fort Erie to St. Catharines and there could be two feet of snow. It can come and go just like that, and it causes some problems in the area. I am just hoping that the minister would give consideration to making extra funds available where there are certain problems like that.

Hon. Mr. Rhodes: I want to comment on that. In that total amount of the increase, I go back to what Mr. Sargent has said, \$42 million was the increase in the budget in this particular vote for construction and maintenance.

Mr. Sargent: And \$35 million to transit subsidies.

Hon. Mr. Rhodes: And \$35 million was involved in transit. Now understand that that money was made available to municipalities which requested that sort of financing for their transit systems.

Mr. Sargent: Mr. Chairman—

Mr. Germa: Mr. Chairman—

Mr. Chairman: Mr. Germa and then Mr. Sargent.

Mr. Germa: Mr. Chairman, I understand \$35 million is for transit operating subsidies, but where does the capital subsidy fall in this? The next vote?

Hon. Mr. Rhodes: Yes.

Mr. Germa: I wonder if I could have a breakdown of this \$35 million by municipalities; say, for instance, what was Toronto's share of the \$35 million?

Mr. Ward: I am sorry, sir, I don't have the figures with me but they are available.

Hon. Mr. Rhodes: I think I may. No, this is subsidies, capital and ordinary. That is the capital subsidy I have.

Mr. W. M. Robbins (Executive Director, Finance and Data Processing): It's \$22.5 million.

Hon. Mr. Rhodes: Yes, \$22.5 million went to Metropolitan Toronto.

Mr. Germa: I would like to compare that on a per capita basis with the other municipalities, because it is not based on a per capita basis; it is based strictly on deficits.

Hon. Mr. Rhodes: Yes, that's right.

Mr. Germa: What protects the province from some municipalities being lax? Where's the incentive to keep the deficits down?

Hon. Mr. Rhodes: The only incentive there really is, is that 50 per cent of it has to be paid by the taxpayers in the municipality.

Mr. Gilbert: Fifty per cent of the deficit.

Mr. Germa: Fifty per cent of the deficit?

Hon. Mr. Rhodes: Yes. If we pay \$22.5 million to Metropolitan Toronto, Metropolitan Toronto taxpayers pick up \$22.5 million as well.

Mr. Germa: But you don't have all the figures there so that we can take a look at them, is that correct?

Mr. Ward: I don't have the individual breakdown of the amounts for each municipality.

Hon. Mr. Rhodes: That could be made available.

Mr. Germa: It could be made available?

Hon. Mr. Rhodes: Sure.

Mr. Germa: I would like to do some comparisons.

Mr. Sargent: Mr. Chairman, the fact is that one-third of the people of Ontario get two-thirds of the money in the transit deficits, according to your statement that Toronto gets \$10.5 million.

Hon. Mr. Rhodes: Twenty-two point five.

Mr. Sargent: Twenty-two point five. What's your formula for that?

Hon. Mr. Rhodes: First of all, what's the

formula on subsidy? Fifty per cent of the operating deficit.

Mr. Sargent: So Toronto gets two-thirds of all the money on the deficit?

Hon. Mr. Rhodes: I think because they have the deficit that is here by the transit system that they are operating, which—

Mr. Sargent: Would it follow, Mr. Minister, that in the outlying parts of the province, small cities and towns, we could budget for a better system and have larger deficits and give better service and you would pay for it?

Hon. Mr. Rhodes: Yes, if you would follow the same formula that applies, and you would, there is not a thing in the world to prevent the city of Owen Sound from installing a much more sophisticated urban transit system, providing the taxpayers of the city of Owen Sound are prepared to pick up 50 per cent of the deficit.

Mr. Sargent: So if a bigger deficit is incurred in providing a better service, you pay your share?

Hon. Mr. Rhodes: We would pay 50 per cent only.

Mr. Sargent: That's good. We would still get 50 per cent better service.

Hon. Mr. Rhodes: I don't know whether you would or not. That is up to your Owen Sound transit system and their operations.

Mr. Sargent: Mr. Minister, all through these estimates we have expenditures for transportation and communication in every item of the votes.

Hon. Mr. Rhodes: Yes?

Mr. Sargent: It runs, in your estimates, into probably hundreds of millions of dollars.

Hon. Mr. Rhodes: I haven't totalled them.

Mr. Sargent: Let me qualify it by saying dozens of millions of dollars. At least \$65 million or \$70 million.

Hon. Mr. Rhodes: Let's say a substantial amount of money and that covers the transportation and—

Mr. Sargent: Under transportation and communication in this particular vote, 2302, you have \$863,000, \$80,000, \$120,000.

Hon. Mr. Rhodes: Yes?

Mr. Sargent: Then \$1,110,000, \$1,000, \$32,000, \$611,000—

Hon. Mr. Rhodes: We are very much aware of all those figures.

Mr. Sargent: You have transportation and communication in every vote. It's a beautiful—in all my years of government, I sit here and I marvel at the finesse, the way that the Davis government or the “blue machine”—

Mr. Havrot: Oh, come on!

Mr. Sargent: Come on! I am saying what I think, and I have the right to say it. Sharpen up and have the guts to listen to it on behalf of your people.

Mr. Havrot: I am talking about administration of the government. We're tired of listening to your crap.

Mr. Chairman: Order.

Mr. Sargent: There's hanky-panky going on here—

Mr. Havrot: All you've got is crap. You haven't got a fact in your head.

Mr. Sargent:—under the guise of transportation and communication. There's the right to booze and party and to do anything you want to under that item. Now, it you have a party for the minister, sir, what vote do you class it under in your estimates here?

Hon. Mr. Rhodes: Well, let me tell you something, Mr. Sargent—

Mr. Sargent: Just a minute. I asked you a question.

Hon. Mr. Rhodes: I'm going to answer you.

Mr. Sargent: Under what vote—

Hon. Mr. Rhodes: Listen, don't you tell me about parties. This minister doesn't have parties, and I resent any implication that I do.

Mr. Sargent: Well, you certainly—

Hon. Mr. Rhodes: Let's take a look at these figures. Don't stand up and start accusing me of anything crooked.

Mr. Sargent: You certainly have—

Hon. Mr. Rhodes: With your experience, you ought to know how to go about it.

Mr. Sargent: Well, you are the only minister in the government who doesn't do it.

Hon. Mr. Rhodes: Well, I don't.

Mr. Sargent: I'm not saying you do. I'm saying you have \$611,000 for transportation and communication in one item.

Hon. Mr. Rhodes: Do you know what you are talking about?

Mr. Sargent: And that comes—

Hon. Mr. Rhodes: Will you just shut up for a moment and listen to the answer to your question? The answer to your question is that transportation and communication, which is listed in all these votes, includes the travelling expenses of the public servants and the civil servants of this ministry who travel around the province carrying out the responsibilities of their jobs. It includes the communications for district offices and regional offices to have telephone communication with the rest of this province. So don't you stand there and accuse me of that.

Mr. Sargent: I will listen—Mr. Minister, I will take that if you will table, throughout all your estimates, the list of your transportation and communication items in every section—

Hon. Mr. Rhodes: You have got it.

Mr. Sargent:—and what banquets and parties are involved in the whole booze section. I mean it. I'll call your bluff.

Hon. Mr. Rhodes: I can't table it because there are none.

Mr. Sargent: There are none?

Hon. Mr. Rhodes: There are none!

Mr. Sargent: Mr. Minister, in the history of this government you are the only guy who can say that.

Hon. Mr. Rhodes: I say it, and I look you straight in the eye and say you obviously are the expert on this sort of thing, because—

Mr. Sargent: I know the way you tick.

Hon. Mr. Rhodes: You don't know the way I tick.

Mr. Sargent: Yes, I do.

Hon. Mr. Rhodes: Don't you ever accuse me of anything you can't prove.

Mr. Sargent: So I challenge you—

Hon. Mr. Rhodes: I challenge you.

Mr. Sargent: Just challenge me. What do you want me to do?

Hon. Mr. Rhodes: Don't you ever accuse me of anything you can't prove, mister.

Mr. Sargent: Mr. Minister, I want to ask you a question. Will you furnish a list of all the expenses of transportation, starting from the main office, right from the first vote—and I will put this on the record; I will call a press conference tomorrow. I want you to furnish all of the expenses, for transportation and communication under every vote—

Hon. Mr. Rhodes: I'll tell you what you do—

Mr. Sargent: You furnish that list.

Hon. Mr. Rhodes: I won't furnish you that list.

Mr. Sargent: You won't furnish that list?

Hon. Mr. Rhodes: I'll tell you what you do: You take the matter to public accounts, go to the Provincial Auditor—that's what you do—and I'll produce it for them.

Mr. Havrot: What do you think the Provincial Auditor is about?

Mr. Sargent: You are reneging. You won't do it.

Hon. Mr. Rhodes: I am not reneging, because I have nothing to hide—

Mr. Sargent: You certainly are reneging.

Hon. Mr. Rhodes: —and I wouldn't stoop to your level. I wouldn't stoop to your level.

Mr. Sargent: You certainly—

Mr. Chairman: Order.

Mr. Havrot: What have we got the Provincial Auditor for?

Mr. Sargent: Ed, I am asking from a public audit. He won't do it. I want a public audit.

Mr. Havrot: What do you think the Public Auditor is for?

Mr. Sargent: Mr. Minister, you are reneging.

Mr. Chairman: Order.

Hon. Mr. Rhodes: I will not stoop to your level.

Mr. Sargent: I know you won't do it. You are afraid to.

Hon. Mr. Rhodes: You obviously are an expert in this sort of thing—

Mr. Sargent: You bet your boots I am. I know what goes on in this government—

Hon. Mr. Rhodes: You have been doing it for years.

Mr. Sargent: And so do the people of Carleton East. Every Ontarian knows about it.

Mr. Chairman: Order.

Mr. Sargent: So I challenge you to accept that—

Hon. Mr. Rhodes: Any time. Any time.

Mr. Sargent: You won't do it, eh?

Hon. Mr. Rhodes: I will not produce it. I wouldn't produce it for you at all. You go to the public accounts.

Mr. Sargent: It's on the record that he is not going to produce the list. He is afraid to produce the list.

Hon. Mr. Rhodes: I am not afraid to produce it. I refuse for this—this—

Mr. Sargent: All right. We'll see what happens. I think you are chicken.

Hon. Mr. Rhodes: Mr. Sargent, I think that you don't have a reasonable bone in your body.

Some hon. members: Oh, oh.

Mr. Sargent: You are a bunch of dummies over there. Why don't you say something intelligent once in a while?

Hon. Mr. Rhodes: You'd have a problem understanding them.

Mr. Maack: That's more intelligent than what you have said. I wouldn't open my mouth.

Mr. Sargent: This is what we are paid for—to question these things that are going on here.

An hon. member: Oh, go on!

Mr. Maack: Those are questions that are acceptable to this committee, but not the type of questions you're asking.

Mr. Sargent: You're a bunch of nuts.

Hon. Mr. Rhodes: Mr. Chairman, I want to ask, through you, if the hon. member is

accusing me, as the minister—

Mr. Sargent: I did not accuse you of a thing. I asked you to furnish a list.

Hon. Mr. Rhodes: I am asking you, Mr. Chairman, is the hon. member accusing me, as the minister, or the officials of my ministry, of doing anything improper or illegal in these particular items he is referring to?

Mr. Sargent: If I said that, I take it back. I want you to furnish a list of how these figures come out.

Hon. Mr. Rhodes: Are you accusing us of anything illegal or improper?

Mr. Sargent: I did not!

Mr. Maeck: He is implying.

Hon. Mr. Rhodes: I asked if you were and you say you are not.

Mr. Sargent: I am not. I want to find out how you get these figures and you refuse to do it.

Hon. Mr. Rhodes: Are you accusing us of anything illegal or improper?

Mr. Sargent: I wasn't accusing you of anything!

Hon. Mr. Rhodes: Fine, thank you very much. Just move along.

Mr. Sargent: What do you mean move along? I am talking to the chairman!

Mr. Chairman: Mr. Root.

Mr. Root: Mr. Chairman, I just wanted to say that I am pleased to see the extra money coming in for assistance on the municipal roads. We know that the costs of operating are going up, and on behalf of the people who I represent, I want to say we appreciate it.

We do have from time to time the conditions that the member for Welland South has raised. It does happen. We are in the snow belt and I don't mean just those early winter storms that you have down along Lake Erie. We are up on the height of land and there are winters when we do have unusual snow and we have always been able to get through.

Maybe you can tell me whether your new formula applies to both maintenance and construction. I think it does but I could be wrong in this—where the grants now have changed. When I ran my first election, we took over from another party—and I won't

name them here tonight, we know who it was—and the grants were dollar for dollar. Now they run as high as four to one, based on this formula. Some of the municipalities get 80 per cent; some get 75; some get 65; some get 60; and some, where they have a lot of local assessment, still get dollar for dollar—and four to one on bridges and culverts. I think that it should be on the record that this has made it possible for many of our rural municipalities to maintain roads 12 months of the year in a reasonable way. I know we could all take more money, but under the formula we are all doing a lot better than we were when it used to be dollar for dollar.

Mr. Chairman: Shall item 7 carry?

Items 7 to 9, inclusive, agreed to.

Vote 2302 agreed to.

On vote 2303:

Mr. Ruston: Mr. Chairman, on vote 2303, can you tell us if you have any plans on the Highway 3 bypass in Essex county? I know the acquisition has been going on for about two or three years. The one part that was run through passed Essex, and I understand pretty well all the property has been acquired. I don't know just what their plans are. I was wondering if you have any plans or what's proposed in the coming year.

Hon. Mr. Rhodes: The member for Essex South (Mr. Paterson) asked me the same thing.

Mr. Ruston: Oh, did he? I think Mr. Paterson asked me to mention it because he had to leave.

Hon. Mr. Rhodes: Mr. Melinshyn may have the answer to that.

Mr. Ruston: Another thing, while I am waiting here, Mr. Chairman. We had a bit of a problem with the leasing of the land. Maybe the department bought all of the farm because there would be a right of way through it which split up the land so much that the owner would sell it all and then the minister was leasing it back. This year I know there was a bit of a problem in that the rate in the lease was going to be changed. Some of them didn't have any information and they were wondering if they could plant wheat, because you have to plant it in the early fall. Some of them called me and they didn't know what to do because there was a possibility that you may be in construction next year. We called back and forth with

different people. I think Mr. Beckett tried to help me some, too. Some of them did go ahead and put in this wheat anyway and hoped that there wouldn't be any constriction before July or August.

Mr. Gilbert: I was just going to say we should be able to tell you whether they can lease it another year, if we haven't got a plan in our construction programme. The only time where there might be some uncertainty is if the programme isn't set, and then there would be uncertainty at that time. But normally we can say to them, "Yes you can go ahead," certainly at this time of year. Was this a month or so ago?

Mr. Ruston: Yes, about a month.

Mr. Gilbert: Well, we now are further down the line as far as getting our programmes set goes. I would think that if they contacted us again, we should be able to tell them.

Mr. Ruston: Well, he might have been in contact with them since. And I haven't talked to some of the people for a week or two—but you know that was probably about a month ago—when they should put in fall wheat.

Mr. Gilbert: Yes. If it is on the next year's programme on a tentative basis, it's difficult to tell them—

Mr. Ruston: I understand this. As I explained to him after talking to some people in the department in London, there is a possibility that it may be on. And I can see their point; they don't want to stop the construction if it's coming. So I did tell them that probably they would be safe in putting in wheat because you take it off in early summer anyway.

Mr. Sargent: Mr. Chairman, on a point of order, I want to make a clarification here. My colleague, the member for Brantford has pointed out a section to me in the back of the book, on transportation and communication.

I have long felt that this item in all the estimates—from everything false in government—is labelled for that specific thing—like entertainment, all these travelling expenses—for public servants, it says. I have never made any reference to the minister. If I did, I apologize. There was no reference to the minister per se.

I'm critical, sir, of the policy of hiding all of the goings-on in government, federally or

provincially or whatever, under that one heading. And if I made a reference to you, I apologize. I was not critical of you. I'm critical of the policy of hiding all of the goings-on under that vote, and that is my point.

If you'll take that as I say it to you. I mean it that way.

Hon. Mr. Rhodes: Well, certainly I accept your word on anything.

Mr. Sargent: I still want to hold you to this. That you will, sir, furnish to us, as you said you would, item by item, under every vote, transportation and communication expenses and who they are payable to, whether it's to every hotel in the country and travelled airlines. I want that list. You said you would give it to us.

Hon. Mr. Rhodes: No, I did not say that. In fact I said I would not supply it to you and I said if you wished that information, then you were perfectly free to go to the Provincial Auditor and go to public accounts.

Mr. Sargent: You should be ashamed of yourself.

Hon. Mr. Rhodes: No, I shouldn't be.

Mr. Sargent: Now I asked for it and—

Hon. Mr. Rhodes: I am not going to—

Mr. Sargent: —you ought to provide what a member of the House wants for its people.

Hon. Mr. Rhodes: I have printed for you—

Mr. Sargent: You have not.

Hon. Mr. Rhodes: —what this particular item includes—it's printed what this particular item includes, and I'll read it to you.

Mr. Sargent: I have made my point. If you will not do it, it's okay.

Hon. Mr. Rhodes: Transportation and communication includes travelling expenses for public servants on government business and recipients of government services such as boards of the province. Also included are relocation expenses of public servants who are transferred—

Mr. Sargent: That's my concern, the whole thing.

Hon. Mr. Rhodes: —expenses of moving office furniture and equipment, and costs of transportation of goods other than for initial delivery, including mailing costs, such as

postage and registration, and communications costs such as telephone, telegram and data communication.

Mr. Sargent: The whole ball of wax, I want that.

Hon. Mr. Rhodes: That's what that includes.

Mr. Sargent: Yes, sir.

Hon. Mr. Rhodes: I've told you what it includes and I have no intention—

Mr. Sargent: That's why I want it.

Hon. Mr. Rhodes: —of producing here before this committee—

Mr. Sargent: You should be ashamed of myself because you are not furnishing it.

Hon. Mr. Rhodes: I am not ashamed of myself at all. I figure public accounts is the area to deal with this and you know it.

Mr. Chairman: I have a motion that was moved by Mr. Paterson and passed by this committee that during the sittings of the resources development committee there would be no smoking. This was carried.

Hon. Mr. Rhodes: I would certainly hope that the hon. member for St. George (Mrs. Campbell) might introduce another motion because I would sure like to join her.

Mr. Maeck: Let's see if there are enough smokers in here that we could rescind that.

An hon. member. Mr. Chairman, I move that we rescind that motion.

Mr. Chairman: The motion was carried long ago. And you were here when it was carried.

Mr. Maeck: Is the member here who carried the motion?

Mr. Chairman: Can we have an answer to Mr. Ruston's question?

Mr. Bidell: Just with reference to the work on Highway 3, from the Essex diversion—it is the intent of this ministry, sir, to carry right on. We do have a continuous programme that takes it northwesterly and also the other direction, and I think from all points now it would be very early on the five-year programme.

Mr. Chairman: Mr. Germa, followed by Mr. Haggerty.

Mr. Germa: Mr. Chairman, I would like to ask the minister about property acquisition out from Highway 17 to Highway 144, through the Lively area. A couple of years ago, I understand the ministry was trying to get a corridor through there and was meeting resistance from the International Nickel Co. which maintained it would inhibit some of their ore bodies. I understand there was a 7,000 ft right of way swath where the ministry was trying to find a trail through. Regardless of where they went, Inco said it had an ore body there. I know a little bit about ore bodies and they just don't cover a 7,000 ft swath of ground. There must be some way to get through there.

Hon. Mr. Rhodes: Mr. Bidell perhaps can comment on that.

Mr. Bidell: Yes. The section of the proposed highway connection between Lively northerly to Highway 144 is at present being undertaken as a feasibility study by our regional staff to find out this corridor.

Hon. Mr. Rhodes: Can you answer Mr. Germa's question—I can't, quite frankly—whether or not the International Nickel Co. is, in fact, claiming that we can't have a right of way through there because of ore bodies?

Mr. Bidell: I can't answer that.

Mr. Germa: You were obviously in that position a couple of years ago and apparently haven't advanced any further.

Mr. Gilbert: We will look into that, Mr. Germa, and try to have the answer for you.

Mr. Germa: I don't think it is right that one operator can hold up the development of the highway through that area.

Hon. Mr. Rhodes: I don't know what expropriation rights we have on mining claims, if there are mining claims. We can look into that and let you know.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman. I might have a list of items there that I want to cover under this particular vote. First of all, I want to commend the minister for finally getting the changes made at the traffic circle at Stoney Creek. I see it week by week now and they are moving in the right direction. When will this new overpass be completed?

Hon. Mr. Rhodes: What is our completion time on the Stoney Creek mess, Mr. Gilbert?

Mr. Gilbert: It was a long time coming, Mr. Haggerty.

Hon. Mr. Rhodes: It should be done at the latest by the fall of next year. I am told. If anything can be done to speed that up, I am all for it.

Mr. Haggerty: Yes, it is a bad intersection. There have been a number of fatal accidents.

Hon. Mr. Rhodes: I would like to see the shape of the guy's head who designed that.

Mr. Haggerty: Maybe he is still with your ministry.

Hon. Mr. Rhodes: Not for a while.

Mr. Haggerty: I want to continue along the Queen Elizabeth from Stoney Creek to the town of Fort Erie. Again, I want to commend the minister for the work that has been done particularly in the Fort Erie area on certain overpasses there, the Gilmore Rd., the Thompson Rd. the concession road and around the racetrack in that area. There has been a vast improvement in transportation qualities in the area.

I brought to the attention of the ministry a particular road that I thought should have an overpass completed over the Queen Elizabeth. That is the town line road between the city of Niagara Falls and the town of Fort Erie. I just can't recall the regional road, but they call it the town line road, the Netherby Rd. This is the one that heads east to the Niagara River. It carries quite a bit of local traffic in and around the little community called Douglastown. I noticed that you have in progress now to complete things at the McLeod Rd. ramp approaches for the bridge across the Queen Elizabeth. You have got one at the McLeod Rd. and the other at the Lyons Creek Rd., I believe it is. There is one there that you almost have completed. Then you have got one started, I believe, on Baker Rd. It says, "Niagara Falls approach embankment and service roads for future underpasses at Beck Rd. and Baker Rd."

When I look at the one at Baker Rd., I don't know what priority the ministry established to have this one before the one constructed at the town line road or Netherby Rd. across from the Queen Elizabeth. I know as former chairman of the county roads for Welland, this was one of the top priorities at that time. Counting each study reports, I believe there were two that said

there must be an overpass constructed at this particular site. I can recall that there have been a number of serious accidents at this particular intersection. One of the reasons is that there is a bridge to the south of that intersection where Black Creek crosses the Queen Elizabeth there and it blocks the view of the oncoming traffic from the south, I guess it is there.

Why did the ministry establish a priority here to construct the crossing at Baker Rd. over this particular one? I just can't understand your thinking on this matter. I said, the town line road carries more traffic than the Baker Rd. does, and I can't for the life of me understand why you would proceed to start an overpass at this intersection at Baker Rd. instead of the one at the town line road at Snyder.

Mr. Gilbert: Mr. Bidell might have something.

Mr. Bidell: To make general reference to some of the ones you've mentioned sir, the Lyons Creek Rd. interchange, was awarded in 1973. We have encountered a lot of soil problems that require loading the approach fills for the bridges in advance of the actual structure. I think this is exhibited at that Baker area. The fills were placed in advance. The recommendation was for almost a full year of settlement, to let it occur before we construct the structure. So we would follow up immediately with the Baker structure, a year or so after this fill was placed. That's what's happened at Baker.

Mr. Haggerty: This is the reason you've given priority to the Baker Rd. over the Synder Rd.-town line intersection at Queen Elizabeth Rd. then. Is this what you're telling me?

Mr. Bidell: I think the priority is roughly the same. It's just that the other required placement of these approach fills about a year prior to the contract, so that settlement would occur.

Mr. Haggerty: That's pretty hard to sell to the people in that particular area in Douglastown. I'm sure you must have had communications from the town of Fort Erie concerning this intersection, and also from the regional municipality of Niagara indicating that this should be one of those given more emphasis on construction than perhaps at the Baker Rd.

The Lyons Creek Rd. is a bad intersection. The intersection of the roads there cross at an angle. The McLeod Rd. also has a bad

intersection because of lights. Why didn't you follow the suggestion of the town of Fort Erie and the regional municipality of Niagara and the former county of Welland to construct this particular overpass there? I don't think Baker was ever mentioned in any of the need study reports in the former county of Welland.

Mr. Melinyshyn: This is high on the priority list, and it is our intent, sir, very early in the programme—

Mr. Gilbert: Maybe, Mr. Haggerty, we can find out a little more. I realize we haven't answered that question too well, but I think we can find out. Can we do that?

Mr. Haggerty: I would appreciate it. I would appreciate it. I hope you give it serious consideration because there have been more accidents at this particular crossing at the intersection of the Queen Elizabeth than at any place from Fort Erie to Niagara Falls.

Mr. Gilbert: We'll certainly look into that. We'll find the reasons and see if we can't do something about it.

Mr. Haggerty: The other matter, Mr. Chairman, is the purchase of land on the designated route of the new Highway 3 from Port Colborne west to the town of Dunnville. That's the one that will run through the township of Wainfleet. I'm concerned that once a road is designated by the ministry for highway purposes all the land is frozen around it. As I understand it, along this particular road a number of property owners in the area would like to build a home or have access to farm fields. Apparently there's been no approval given by the ministry.

Hon. Mr. Rhodes: You're referring to the designation of a route.

Mr. Haggerty: This is right. I have a letter from the ministry here, which says:

Your letter of June 10, 1974, inquiring about the control of access on the proposed new Highway 3 between Port Colborne and Walpole township has been referred to me for reply. New Highway 3 will eventually form a major link in the provincial highway system. In view of this, and for safety reasons, it is considered necessary to control future development adjacent to this proposed facility. As you are aware, this section of the new Highway 3 is designated as a controlled access highway. The criteria which this ministry is using to control development permit existing private access points to be retained

and allow for existing side roads to intersect at grade.

Agricultural lands which will eventually be severed by proposed construction will be allowed direct access for present land use only. Additional public land road access will only be permitted by approved plan of subdivision. I wish to point out that all municipalities affected by the new highway were advised of the route location prior to the designation. Approvals were received from each on the minister's proposals. In instances where an owner has a legally severed lot and present zoning permits the construction of a residence on this property, but because of the controls mentioned earlier, entrance permits are refused [that's the point I want to discuss], the ministry will consider acquiring the lot providing alternate access cannot be attained from other roads.

To assist you further in this matter, may I suggest you advise owners affected by the control access designation to write to me directly outlining the particular circumstances and I will ensure that they are handled as expeditiously as possible.

This was written by R. G. Gascoyne.

Hon. Mr. Rhodes: I think, Mr. Haggerty, you would agree that if we are going to put in a facility like this that we simply have to have the control of the number of accesses on to that—otherwise we lose the capacity of the plant. I think you would also agree that we would be creating the type of situation that can lend itself very adversely to the type of accidents that will occur with multiple access onto it.

Mr. Haggerty: This is what—a four-lane highway, I presume—is it? How far will it be a four-lane?

Mr. Melinyshyn: That has a medium priority. It is within, say, the five-year programme; but not immediate, sir.

Hon. Mr. Rhodes: Is it four lanes?

Mr. Melinyshyn: Oh, no. I think it is just two lanes, sir; I don't think it is a four-lane.

Mr. Haggerty: It is two lanes and you are going to have controlled access. Many persons have purchased this land, hopefully that they are going to be able to build in that area. And now they find that as soon as you designate it as a highway, they have been denied access—they have been denied building permits on that basis.

Now, you look at the strip from Fort Erie to Gasline, which is a four-lane highway, and you allowed new homes and new businesses to be constructed along Highway 3 in that particular area—access to a four-lane highway. You'd have to question your judgement in this particular instance. You are going to control access on a two-lane, but on a four-lane you will allow any development—and that is what's taking place.

Mr. Gilbert: When you say a four-lane section of road, I assume the access is already there?

Mr. Haggerty: No. New building permits have been issued by the municipality to put in a small fruit stand, or a small outlet.

Mr. Gilbert: No, but what I'm getting at, Mr. Haggerty, is: This is an arterial road and there is just the normal control of access. It happens to have four lanes; and you are comparing that to a two-lane highway.

Mr. Haggerty: But you restrict the development farther west on a two-lane road. People have bought lots with good intentions of building, and in some cases they have 25 acres of land. And then they are told: "You can't build, because we are not going to give you access. We are not going to let you put the culverts in and so forth."

Hon. Mr. Rhodes: The first thing I want to ask is: This highway we are talking about, Highway 3—

Mr. Haggerty: It could be 20 years away.

Hon. Mr. Rhodes: Yes, but it is a brand new highway—correct?

Mr. Haggerty: I haven't seen it as a brand new highway. All it is—you've just got a line drawn on a piece of paper saying this is the route.

Hon. Mr. Rhodes: I know, but I'm saying there is no highway there now.

Mr. Haggerty: No, there is no highway there at all.

Hon. Mr. Rhodes: What I want you to explain to me is how in the world do you get access on to something that isn't there?

Mr. Haggerty: There is a road there now. It's a township road.

Hon. Mr. Rhodes: And are we developing the township road into Highway 3? You are losing me here.

Mr. Bidell: You are speaking, Mr. Haggerty, of the section immediately west of Port Colborne to the point at which Highway 3 turns north.

Mr. Haggerty: That's right.

Mr. Bidell: That's right.

Mr. Haggerty: Before it heads into the village of Wainfleet.

Mr. Bidell: There will be a new alignment when construction does take place from Port Colborne to that point.

Mr. Haggerty: It will go farther west up to Lot 33, Concession 2 and—

Mr. Bidell: The new alignment will eventually go all the way to Dunnville.

Mr. Haggerty: That's right, yes.

Mr. Bidell: That's right.

Mr. Haggerty: This is where you have designated it as a King's Highway; actually it is a township road at the present time.

Mr. Bidell: Yes, because it is going to—

Hon. Mr. Rhodes: That is what I am trying to get clear.

Mr. Bidell: It is going to be superimposed on this road, and the control of access criteria have been established for this road on the basis, I think as you read in Mr. Gascoyne's letter, regarding just the allowance of public road intersections or access as designed by subdivision access. Is that correct?

Mr. Haggerty: That's what he said; and he is going to subdivide it.

Mr. Bidell: That's right, and we are protecting that property, which happens to be on top of the township road, for ultimate construction along this line, so that when it comes time to construct along that alignment then we will have this control of access.

Mr. Haggerty: You haven't bought any of the land in there, have you?

Mr. Bidell: That fact, sir, I am not aware of. I don't know whether we have bought land there or not.

Mr. Haggerty: You have the stakes out there, that's all.

Mr. Gilbert: These properties, Mr. Haggerty, where you say that they want to build and they can't get an access—

Mr. Haggerty: That's right.

Mr. Gilbert: —do they have somewhere else to access on?

Mr. Haggerty: They have it on this township road now. Look at this map: This is the township road here. This is the one that continues west here, you see, into Moulton township.

Mr. Gilbert: Yes.

Hon. Mr. Rhodes: This is now an existing road here?

Mr. Haggerty: This is an existing road here now, a township road.

Hon. Mr. Rhodes: And these properties are all vacant?

Mr. Haggerty: This is right; well they are—

Hon. Mr. Rhodes: Is this a subdivision?

Mr. Haggerty: No, it's rural land. They have got 25 acres of land.

Mr. Bidell: What Mr. Haggerty is getting at is, we are not allowing anything to come out on that road—

Mr. Haggerty: That's right; that's right.

Mr. Bidell: —because when it comes time to construct right on that alignment—

Mr. Gilbert: Are we saying that anyone who can't get out on that, we are going to be prepared to buy? Reading that letter?

Mr. Haggerty: That's what they said, you are going to have to buy all of the land. You are going to be setting up a land bank.

Hon. Mr. Rhodes: Have you a copy of that?

Mr. Gilbert: Yes, we have it here. We have a map.

Hon. Mr. Rhodes: We have a copy here. And the letter is here, yes. You gave me your letter saying that you would bring it up and we have copies here.

Mr. Gilbert: We will have to look into it.

Mr. Bidell: We will bring the answer back tomorrow.

Mr. Gilbert: Well, he has the answer from Mr. Gascoyne. I think what Mr. Haggerty is asking is, what about these cases where these people have land? Are we going to be buying all the properties?

Mr. Bidell: This is what I meant by the answer.

Mr. Gilbert: All right.

Mr. Haggerty: You are going to be purchasing quite a bit of land in that area, and what are you going to do with it? It is going to be sitting idle for the next 30, 40 or 60 years.

Mr. Gilbert: We will have to look into it.

Mr. Haggerty: All right, I would appreciate that.

Hon. Mr. Rhodes: I think you have raised a good point. We will look into it.

Mr. Haggerty: I hope you give consideration to it. The other matter concerns the designated route for the tunnel to be constructed in the city of Port Colborne, and I was interested in the minister's opening comments that perhaps his main goal was to protect farm lands. I am sure your ministry is well aware of the location of the new tunnel route in the city of Port Colborne, and it will take in perhaps some of the choicest farm land east of the city of Port Colborne.

In particular, it will split a farm there right down the middle. You might as well say you are going to put him right out of business. You have designated it as a highway for the tunnel approach, and I was wondering if you didn't have some other route that you couldn't accept. There are two roads leading into the city of Port Colborne—there is one former county road, Killlay St. E., and the present Highway 3—and lying east of the city there is a fair amount of open land that I think belongs to the city. I was just wondering, perhaps, if in your design you couldn't make the approaches within that area without destroying this farm.

Hon. Mr. Rhodes: I would like to ask Mr. Bidell. Have we progressed that far that we've actually chosen the route?

Mr. Bidell: Yes, in the case of the Port Colborne tunnel. I think that you know, sir, there were some six alternative alignments considered and I think Mr. Gascoyne wrote to you on that score just very recently.

Mr. Haggerty: On Nov. 1—that's right.

Mr. Bidell: The letter stated that in conjunction with the municipality we looked at the six different alternative alignments. The alignment that has been chosen for construction, when construction will take place,

has been pretty well agreed by the municipality and by the ministry. As you know, it was through a pretty thorough public participation programme that this alignment was established.

Mr. Haggerty: Mr. Bidell, when you say public participation, I just wonder if it wasn't a waste of time by taking the time of the community to get involved in this discussion of the route for the tunnel in the city of Port Colborne. It's been going on for a couple of years now. Particularly when one looks at some of the neat studies of roads in a particular area — I believe the city of Port Colborne had initiated an engineering firm to carry out a neat study of roads in the city of Port Colborne, and I believe there was a resolution by the city of Port Colborne council back in 1966 or 1967 that had indicated that that was the choice of their route for the tunnel, which apparently the ministry has accepted. I think that was—I've got two or three of them in here—probably the route E, east 2, is the route that's been chosen, I believe.

Hon. Mr. Rhodes: Mr. Haggerty, I don't know what the situation is on this farm you're referring to.

Mr. Haggerty: It's Mr. Augustine's farm.

Hon. Mr. Rhodes: But I gather from what you've said that the municipality basically had indicated that this is where it would desire to see the tunnel.

Mr. Haggerty: This is where the route actually ended up, by that resolution.

Hon. Mr. Rhodes: The thing that gives me some concern is that, quite frankly, I don't like to be in a position of attempting to dictate to municipal councils, where I can possibly avoid it. If the elected municipal representatives there have indicated to us that this is the most desirable route, then the inclination that we have is to agree with the municipality, if it's not beyond reason from our point of view.

Mr. Haggerty: In all of the discussions that were carried on on this proposal—the location of the tunnel in the city of Port Colborne—there has been no discussion that this farm would have any bearing on the highway at all. In other words, everything skirted around the farm itself. They talked and discussed about the Killay Street road being used and the present Highway 3. I can recall that there were soil tests taken on this particular farm of Mr. Augustine's and there was no

indication that there would be a route going through the middle of his farm to split it up for a new road. When you sit and look at the location of the new tunnel there, you're going to have three roads within about one-quarter of a mile of one another when you've got two existing roads that perhaps could do the job.

Hon. Mr. Rhodes: Mr. Bidell, would not this gentleman or the property owner in this area be aware of the study that would be going on?

Mr. Bidell: I'm sure he must have been aware of it.

Mr. Haggerty: He was aware of it but it was never mentioned in any of these discussions or hearings at all that were held, and there have been quite a number of them. The matter had been raised by one of his boys and, apparently, he said that by all indications it wouldn't be going through his farm. Then all of a sudden you came out, designated the route and split his farm right down the middle.

Hon. Mr. Rhodes: I think that if that's the situation and you say that there is an alternative that we can take this tunnel route and not go through his farm, we would like to take a look at it.

Mr. Haggerty: There are two existing roads there that you have the right-of-way to.

Hon. Mr. Rhodes: I think the ministry can say without hesitation that it is not our desire to destroy a good farm. If there is an alternative we will certainly look at it.

Mr. Haggerty: Hopefully you will. I believe I suggested in reply to the letter to the ministry here on Nov. 1 that you get down to the construction tunnel in Port Colborne. Planning has been taking place over about seven years. I don't know at what stage they are at present. Have you got it on the drawing board at all?

Mr. Gilbert: We haven't made much progress on it.

Mr. Haggerty: You are talking another seven or eight years, are you? Just what priority has been established with this thing?

Mr. Gilbert: I wouldn't put a time on it.

Mr. Haggerty: You wouldn't, eh?

Mr. Bidell: Priorities also have to be considered in conjunction with the St. Lawrence Seaway Authority.

Mr. Haggerty: I thought they had agreed to cost-sharing with the St. Lawrence Seaway, the federal government and with this—

Mr. Adcock: We have an agreement on cost-sharing the tunnel.

Mr. Gilbert: But not on time.

Mr. Adcock: Nothing on time.

Mr. Haggerty: Nothing on time. It causes quite a problem here with the canal and the city of Port Colborne. Since they put in a new channel the ships have speeded up. They can move through the canal and there is quite a traffic jam at Lock 8 in the city of Port Colborne. Sometimes when you get both bridges up you can have a back-up of traffic almost a couple of miles long on No. 3 highway. It is frustrating to the motorists in the city that they have to wait 20 minutes, 15 minutes, 12 minutes here, and have to run up to the Clarence St. bridge hoping that bridge is down so they can get across. Has there been any consideration given to a third bridge placed in Port Colborne at the south end of Lock 8?

Mr. Adcock: No.

Mr. Bidell: That is a matter for the Seaway Authority. The agreement does not call for that.

Mr. Haggerty: I don't know if any of you have ever waited at that bridge, the jack-knife bridge at the north end of the city where you can have one ship leave the locks and about seven or eight cars go across the bridge. Then the bridge goes back up again. Then you wait another 20 minutes for another ship to move into the locks to go up the lakes. It is rather discouraging for the motorist trying to get across that canal.

Mr. Gilbert: Any agreement that we have is in regard to the tunnel. If there is any discussion on the bridge, it would be strictly the federal government.

Mr. Haggerty: Federal government, then. But just what progress have you made on the tunnel? You have designated the route? What plans have you on the drawing board?

Mr. Gilbert: I would say that is as far as we are.

Mr. Haggerty: Gee, you haven't moved too much since 1968, have you? If you moved any faster you would be steady. Motionless, I should say. That is the word I am looking for.

Hon. Mr. Rhodes: Damned weak, in fact.

Mr. Haggerty: Did I hear you say it was a weak effort by your ministry?

Mr. Gilbert: We certainly haven't made any progress on it.

Mr. Haggerty: You haven't made any progress?

Mr. Gilbert: Other than the line.

Mr. Haggerty: I could have drawn the line in a day.

Mr. Bidell: On the alignment in 1968, there has been further work done with the combined committee of the regional municipality of Niagara—

Mr. Haggerty: This is what I thought. Perhaps meddling in it has caused more delay than anything.

Mr. Bidell: No, the effort has been solely on establishing the final alignment. Through this public participation programme the alignment has been set, subject to the investigation that you mentioned, through this farm. But the alignment is now settled insofar as the technical people representing the ministry and also the regional municipality of Niagara and the local municipalities are concerned.

Mr. Haggerty: I don't want to be cynical about it but my way of looking at it as well as that of many other persons in Port Colborne, is that it was nothing but an engineers' field day over it, and there were all these public hearings. Actually, I don't think you have chosen the route that the people wanted themselves. It was something that council had directed by resolution to accept this particular route. At every meeting I attended it was so indicated by the engineers, who were trying to get the people thinking along the same lines as the resolution by council. It was all cut and dried back in 1967 or 1966 that this was going to be the route. All those following years have just been a waste of time by the ministry here and by all the public discussions in the city of Port Colborne. You could have had the tunnel constructed.

If I can go back, and I have used this time and time again in committee here, I can recall when the tunnel was first constructed in the town of Thorold. I believe it was the great white chief, that is, the former Premier of the province, Leslie Frost, who indicated that Welland and Port Colborne would be next on the line. That was back in 1958, almost 20 years ago, and you haven't even got it off the ground yet in the city of Port

Colborne. Surely you must be able to move faster than that? If you got somebody from the federal government that is going to pay the cost of this thing, you would think this would be encouragement to move faster.

Hon. Mr. Rhodes: I think what you must remember is that, although there has been agreement on the cost sharing, there is nothing at all from the federal government to indicate that they place this on any kind of a high priority. On the contrary, they have said they will pay 50 per cent of the cost, but they have not indicated that they even consider this as a very high priority on their scale of priorities.

I think we should make it very clear that the federal government isn't running around with 50 per cent of the money in its hand saying "build." On the contrary, I don't know where it is in their priorities, but they have indicated it is not very high on theirs. I am not attempting by any stretch of the imagination to suggest to you that we have done everything that you might expect us to have done on this, but we still must continue our negotiation with the federal government and they do not consider it as a high priority.

Mr. Haggerty: Would the minister consider a joint meeting of all the elected representatives on this particular matter, so we can get it off the ground and get it going?

Hon. Mr. Rhodes: I am happy to meet with you to discuss it. Yes, I would be quite content to meet with them.

Mr. Haggerty: And can we get the federal people on in it?

Hon. Mr. Rhodes: Surely.

Mr. Haggerty: I would sooner forget the regional government and sit down and talk with the city council of the city of Port Colborne because I think this deals with them more particularly than it does with the region, and see if we can't get something definite on it.

Mr. Gilbert: The region would be involved, but not financially though.

Hon. Mr. Rhodes: Mr. Bidell just drew something to my attention. I have a meeting coming up in the not too distant future. We have no specific date set but it won't be very far away—this month I might suggest—at which time we will be meeting with Mr. Marchand, his deputy and a couple of other of his senior civil servants. We certainly can discuss that with him at that time

if that would be adequate. Then we can come back and meet if you wish at a trilevel discussion.

Mr. Haggerty: I think perhaps we might get something more hopeful out of it then.

Hon. Mr. Rhodes: I am quite happy to sit down and discuss it with them any time.

Mr. Haggerty: Thank you, Mr. Minister.

Mr. Germa: Mr. Chairman, on Highway 64 between Monetville and North Monetville, there were five miles of horrible road in there which I understand was being delayed on account of the fact that the feasibility studies and things have been tied in with the building of two bridges across West Arm Narrows. I have been advised that this has now been broken into two contracts and that the five miles of road construction can go ahead. I just wonder when this construction could take place?

Hon. Mr. Rhodes: Mr. Bidell, can you give us some timing on this? It is planned for early next year. You are having a good night tonight.

Mr. Germa: Could I ask one more question regarding the alignment of the feasibility study on Highway 17 west of Sudbury through the Walden area? I understand that the original corridor, as proposed by the ministry for study, was somewhat north of the present route going through that particular area. The council of Walden apparently passed a resolution some many months ago accepting the ministry's corridor for a feasibility study. Then it came to pass that a couple of motel operators and gas pump guys put pressure on the council, and they reversed the resolution.

Hon. Mr. Rhodes: No, no. Perhaps I can explain that for you. I am very familiar with that one. You are correct; the feasibility studies were carried out, the corridor was selected, the route was selected, and that was so announced.

You are correct; I have on file a letter from the Township of Walden, a resolution of that township council, commending the ministry on its selection of the route, and saying that this was the right route and the one that should have been chosen.

Following that, there were certain business interests in the area—and undoubtedly it will have some effect on them—who did approach the mayor and the council of Walden. They, in turn, requested me to meet with these

businessmen—motel operators and what have you. I agreed to meet with them. I feel that everyone is entitled to be heard. They came down and I met with them and their solicitor. The solicitor suggested to me that he had an answer that was going to resolve everybody's problem.

I said: "All right, fine, I'll give you a month. I'll give you a month to go back and meet with the people of the ministry in the Sudbury district. Tell them what you think is the solution to your problem; and come back and show it to me."

They have come back; they don't have a solution; and the route that we have chosen is there—and that is the route it is going to be.

Mr. Germa: Maybe you didn't know it, but the Walden council had reversed its original resolution.

Hon. Mr. Rhodes: Well, they didn't send it to me.

Mr. Germa: No, they were ashamed of themselves—that's for sure—because within about a three-month period they went in both directions.

Hon. Mr. Rhodes: At my meeting, the mayor of Walden was there, and I made a point of drawing to his attention that I had the resolution, originally, and I thanked him for it. I never did see the second resolution. All I got was a request to meet. The meeting has been held and the route that was chosen is the route that it's going to be.

Mr. Germa: I am pleased to hear that. I just didn't know where you were going to go. The council doesn't know where the hell they are going.

Hon. Mr. Rhodes: Well, the route is there. And I'll tell you, we weren't very confident that they could really come up with a solution—and we never even stopped our design programme. We continued on it.

Mr. Germa: When are we going to expect some work there?

Hon. Mr. Rhodes: When are we going to get started on Highway 17, Lively to Whitefish?

Mr. Bidell: Within a couple of years.

Hon. Mr. Rhodes: Within a couple of years? Take another look.

Mr. Bidell: This is the four-lane section we are talking about, sir, between Lively and Whitefish?

Hon. Mr. Rhodes: Yes. Construction would start in 1976.

Mr. Bidell: Yes. Our pre-engineering just doesn't facilitate us to get it going as early as this coming year. We are hoping that we will start within the second year.

Hon. Mr. Rhodes: Within the second year. It will continue right along.

Mr. Germa: In 1976?

Hon. Mr. Rhodes: It will start in 1976 and continue on; with a continuing programme to complete it.

Mr. Germa: You do have feasibility studies all the way up to the Soo right now?

Hon. Mr. Rhodes: Yes.

Mr. Germa: Are you starting the Soo as well?

Hon. Mr. Rhodes: Both places. Let me assure you that I want to see that go—the whole thing—from both ends.

Mr. Germa: Okay.

Hon. Mr. Rhodes: Carried.

Mr. Ruston: No.

Mr. Chairman: Mr. Ruston.

Mr. Ruston: I want to ask, Mr. Minister, if there are any plans for airstrip development on Manitoulin Island in the Gore Bay area.

Hon. Mr. Rhodes: There is an adequate airstrip in the Gore Bay area; there is an airport there.

Mr. Ruston: I know there is one there.

Hon. Mr. Rhodes: And we have agreed, I think, if my memory serves me correctly—and I have had considerable discussion—to upgrade that airport so that it would be capable of handling, say, norOntair type of aircraft. In fact, it is capable of handling them now. The only concern that had been expressed to me by the people of Gore Bay was the fact that the federal government were going to close out their operation there. They wouldn't have a manned weather or radio station there, but instead they would handle it from Sault Ste. Marie or Sudbury, I believe. The airstrip itself is adequate for the purpose of serving them with the Twin Otter type of aircraft or smaller aircraft. It won't handle jets, but it will handle smaller aircraft.

Mr. Ruston: Okay .

Mr. Chairman: Shall item 1 carry? Carried.

Item 2? Mr. Germa.

Mr. Germa: On development roads, Mr. Minister, I see you have dropped about \$12.1 million out of this particular item.

Hon. Mr. Rhodes: I think Mr. Ward can explain that.

Mr. Ward: Yes, Mr. Chairman. In 1973, before the Act was amended, the counties received 50 per cent on roads. But after the Act was amended, they could receive between 50 per cent and 80 per cent, depending upon the need and the ability to pay. In other words, we went through the amount they have available against the need that they have to spend, and if the balance is between 50 per cent and 80 per cent we can subsidize it under the present Act by 55 per cent, 60 per cent, 70 per cent and so on.

Before that change took place, when they only had a 50 per cent rate, we still used the same principle of the need and ability, and we filled in the balance with development road aid at 100 per cent. So the combination of the 100 per cent development road aid and the 50 per cent road aid meant they would possibly end up receiving, say, an average of 72 per cent in subsidies.

When the variable subsidy came in, that development road aid money was no longer needed for that purpose. It now is in the normal construction vote for subsidy. The \$5.1 million that is left is the amount that was always used for townships and still is. In other words, of the \$17.2 million, \$5.1 million was for townships. That's what they are now, and that's what it's being used for. That's where the difference is. The counties are funded from a different vote now than they were under this arrangement. That's where the difference lies.

Mr. Germa: Well, are the dollar values the same, though?

Mr. Ward: Yes, the dollar values are the same. That is correct.

Mr. Chairman: Shall item 2 carry? Carried.

I don't suppose there is much point in starting item 3.

Shall item 3 carry? Carried.

Item 4, municipal construction.

Mr. J. P. Spence (Kent): Mr. Chairman, on roads in the rural areas of the Province of Ontario, the pavement has been laid about 2½ ins. thick. The weight of the loads trans-

ported by trucks in the Province of Ontario has increased, and these roads will not stand up to the increased weight. We know you have a very difficult position to carry out, Mr. Minister, but I would like to point out that roads are not built for the tonnage that is carried by the trucks across the Province of Ontario.

Hon. Mr. Rhodes: Are you referring to the secondary roads, Mr. Spence, as opposed to the King's highways?

Mr. Spence: That's right.

Hon. Mr. Rhodes: Secondary highways?

Mr. Spence: County roads.

Hon. Mr. Rhodes: County roads, sir, are not our responsibility.

Mr. Spence: But, Mr. Minister, the trucks use county roads across the Province of Ontario.

Hon. Mr. Rhodes: Yes, sir.

Mr. Spence: And I will tell you that the roads were built for a lot less tonnage than they are now carrying.

Hon. Mr. Rhodes: All I can say in that case, Mr. Spence, is that in the case of county roads this is a decision that is made by the county as to what standard they want to go to.

Mr. Spence: That is right.

Hon. Mr. Rhodes: Now if they want to raise their standard, of course, they can apply to us for their usual subsidy.

Mr. Spence: Mr. Minister, we had a delegation here today and your assistant did a tremendous job, but nevertheless the tonnage that trucks are permitted to carry today on those county roads is greater than they were built to carry.

Hon. Mr. Rhodes: Well, I think it is fair to say the thickness of the asphalt is not the real problem. The real problem is the type of base that is underneath.

Mr. Spence: It could be.

Hon. Mr. Rhodes: I think what you are probably alluding to—

Mr. Spence: But, Mr. Minister, you use 4½ ins. of asphalt on your provincial highways. Is that right?

Mr. Gilbert: No, we have a lot of roads that have 2 in. of hot mix on.

Mr. Spence: Yes, but at Windsor where you rebuilt that highway, if I understood you right, you said better than 4 in. Those county roads are built with 2½ in. of asphalt and, of course, with the increased costs it's practically impossible to rebuild these roads to stand the increased tonnage that the trucks which use them can carry. On the other hand, with great respect to you, we are getting behind in the rural areas. I know it's a tremendous problem to you, Mr. Minister, and I'll tell you this, we are falling behind. I would say that this is a serious situation in rural Ontario. I would say, with the thickness of the asphalt and the base on which the asphalt is built, we are falling behind in rural Ontario.

Hon. Mr. Rhodes: Look, I don't disagree with you, Jack.

Mr. Spence: That's right.

Hon. Mr. Rhodes: Basically what you are saying to me is that you feel that we should be looking at more subsidy dollars for the county councils—

Mr. Spence: That's right, that's right.

Hon. Mr. Rhodes: —in order to bring these roads to standard.

Mr. Spence: This is right.

Hon. Mr. Rhodes: I think it's something that we must look at very seriously.

Mr. Spence: This is a serious situation, and I know it's a problem to you, Mr. Minister, but we are falling behind with bridges, we are falling behind with repaving in those

rural areas, and I think this is something that is a concern to rural municipal councils, that we are going behind instead of ahead, to keep up.

Hon. Mr. Rhodes: I would hope that we would be able to meet some of these demands and—

Mr. Spence: I know that.

Hon. Mr. Rhodes: —have increased funding available for just those type of roads.

Mr. Spence: I realize, Mr. Minister, you understand this the same as I do. We are concerned about it.

Mr. Chairman: Does this item carry?

Mr. Ruston: No.

Mr. Chairman: Before we adjourn, the minister can't be here tomorrow.

Hon. Mr. Rhodes: I want to apologize to the committee. I did not expect that my estimates would be here so quickly.

Mr. Ruston: You are not the only one.

Hon. Mr. Rhodes: You were so kind with the Minister of Revenue (Mr. Meen), which I found most surprising, and I didn't expect this so soon. I have a vitally important meeting that I must attend tomorrow. I am sure you'd like to have Friday off. We'll come back and get at each other fresh on Tuesday.

Mr. Chairman: We will now adjourn until Tuesday.

The committee adjourned at 10.35 o'clock, p.m.

CONTENTS

Thursday, November 7, 1974

Maintenance programme, concluded	S-2301
Construction programme	S-2324
Adjournment	S-2336

S-80



Ontario Legislative Assembly
Legislature of Ontario
Debates

**ESTIMATES, MINISTRY OF
TRANSPORTATION AND
COMMUNICATIONS**

Standing Resources Development Committee *S-7*
Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Tuesday, November 12, 1974

Thursday, November 14, 1974

Afternoon Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

**THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974**





CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, NOVEMBER 12, 1974

The committee met at 3:10 o'clock, p.m.

ESTIMATES, MINISTRY OF
TRANSPORTATION AND
COMMUNICATIONS

(continued)

Mr. Chairman: In order to have it on the record, I think we should call the meeting to order and I would announce that the minister is not available this afternoon and we will meet on Thursday at 2 o'clock.

Mr. R. F. Ruston (Essex-Kent): On the

understanding, Mr. Chairman, that the days counting against the estimates will be extended, I assume, the same time.

Mr. Chairman: I can arrange that.

Mr. P. G. Givens (York-Forest Hill): Is the minister going to be here Thursday, because I have other appointments? As far as you know, he is going to be here, is that it?

Mr. Chairman: Yes.

The committee adjourned at 3.12 o'clock, p.m.

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 14, 1974

The committee met at 3.10 p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

Mr. Chairman: The committee will come to order.

On vote 2301:

Mr. Chairman: Item 8 of vote 2301.

Hon. J. R. Rhodes (Minister of Transportation and Communications): Mr. Chairman, just before we start that item, there are two things I would like to say.

First of all I would like to apologize to you and to the committee for my, I suppose I would have to term it lack of courtesy in not notifying the committee ahead of time that I would not be available to attend the meeting on Tuesday. I regret the inconvenience it caused any of the members, and I do very sincerely apologize to you.

Secondly, as the committee members are aware I informed the House yesterday of the termination of our contract with Krauss-Maffei. There was a receipt of the interim payment from that company of \$8.5 million. This payment has been received pending the final settlement of the amount to be refunded to us as a result of the termination of the contract. Under the termination agreement the final amount is not to exceed \$10 million.

Today this committee will be considering vote 2301, item 8, policy development and research, which you will note has an amount of approximately \$15.25 million under acquisition and construction of physical assets.

This was allotted for this fiscal year's expenditures on the TDS project. As a result of yesterday's announcement I am prepared to reduce this allotment from \$15.25 million to \$7 million. It must be kept in mind that the \$8.5 million interim payment received from K-M, and any additions to that, will return to the consolidated revenue fund and that this ministry's estimates should contain a sufficient amount to cover expenditures incurred this fiscal year. As the expenditure for the TDS

project last fiscal year was approximately \$3 million, I am authorizing a reduction of this year's allotment to \$7 million, so that the sum of the two years' expenditures in this item will not exceed the \$10 million limit of the termination agreement.

So, Mr. Chairman, what I am saying is that the sum we are dealing with under this vote would be changed from \$15.25 million to \$7 million.

Mr. Chairman: Mr. Givens.

Mr. P. G. Givens (York-Forest Hill): Mr. Chairman, am I to understand that vote 2301 item 8, under policy development and research, is the heading under which GO-Urban, the late lamented GO-Urban, and the whole operation of OTDC, was lumped? Because nowhere in the estimates do we find anything under those other two headings—GO-Urban and OTDC. Is this the way you were budgeting for that?

Hon. Mr. Rhodes: Mr. Chairman, I think I should make it clear that the TDS is in this vote. OTDC does not appear in these estimates. It is a separate corporation and does not appear in the estimates.

Mr. Givens: Well if the OTDC doesn't appear in the estimates how does anybody have an opportunity to ask questions about OTDC during the course of these estimates, when the amount of money you ascribe to the project of GO-Urban alone was to be \$1.3 billion? I mean that is a pretty big item. Where does one ask questions with respect to the OTDC; or GO-Urban?

Hon. Mr. Rhodes: Well GO-Urban, Mr. Chairman is a title that was given to the TDS project and what will develop from it. The OTDC does not have a vote because it operates on a commercial basis and they raise their money independently, albeit they—

Mr. Givens: No, Mr. Minister; I'll ask the question again. If I ask questions with respect to OTDC I want to know what salaries you are paying. I want to know how many people you have employed. I want to know how many people were flying back and forth to Munich, I want to know what you were doing.

I want to ask certain questions about this announcement you made to us yesterday in the Legislature. Under what vote do I discuss that?

Hon. Mr. Rhodes: On the announcement I made in the Legislature yesterday, this is the vote.

Mr. Givens: Okay.

Mr. M. C. Germa (Sudbury): Mr. Chairman, the OTDC is doing other things, other than GO-Urban. At what point in time can we get into that to ask specific questions about street-car development, diesel bus development, electric bus development—does this come under this vote?

Hon. Mr. Rhodes: Not really; no it doesn't in the purest sense. Because as I say, OTDC does not have a vote in these estimates. They are not a part of these estimates.

Mr. R. Haggerty (Welland South): Who funds them?

Hon. Mr. Rhodes: They operate independently. They secure their money independently.

Mr. Germa: Are they not answerable to yourself or the Legislature? Is that what you are saying? That this is a completely independent corporation, independent of the Legislature?

Hon. Mr. Rhodes: The responsibility to the Legislature is to furnish the annual report that will be tabled.

Mr. Germa: At what point in time, then, do we take in your annual report? What we are looking for is an avenue to find out what OTDC is doing other than GO-Urban.

Hon. Mr. Rhodes: I would think if the inquiries could be made directly to OTDC, just as you would to the Ontario Telephone Commission; or any other of the many branches, if you will, of various ministries of government which operate independently of the government.

Mr. Givens: Supposing there had been no aborting of the agreement with Krauss-Maffei, as happened yesterday, do you mean there would be no other method of obtaining an accounting from you or your officials with respect to the ongoing relationship with Krauss-Maffei except by your production of a report and the odd question in the Legislature, and that's all?

Hon. Mr. Rhodes: No, the relationship with Krauss-Maffei, Mr. Chairman, is covered in

these estimates, as I've said to you, under the TDS programme, which was the part we were directly involved in as a ministry. The other operations of the OTDC are within OTDC itself; through their own programmes, through their own funding, through their own board of directors and through their corporate standing as a corporation.

Mr. Givens: So, then, there is nothing to preclude any of the members from asking you about LRT or about any of the other operations that OTDC may be involved in?

Hon. Mr. Rhodes: As far as the ministry's involvement is concerned, you certainly can; yes indeed. But there may be developments within OTDC that I, personally, would not be aware of, other than what I would be able to ascertain, as you could well do, by contacting OTDC. I have done this and I certainly know there is nothing to preclude any member of the Legislature, or any other member of the public from doing so.

Mr. Givens: Mr. Chairman, there are some questions I'd like to ask. Before I do, you can understand that some of us were flabbergasted yesterday by the announcement of the minister, particularly since about six months ago when I asked a question in the House of the minister, as to why he didn't abandon the relationship with Krauss-Maffei, he bravely stood up, as he so often does, and wouldn't hear of it.

Yesterday's announcement bore out the fact that the agreement was to be terminated. Of course, all the questions and the things we wanted to discuss were premised on the ongoing relationship which was supposed to exist and to continue to exist. We were sort of caught off guard, Mr. Minister, and we've had to revise some of our questions. I'm sure you can understand that.

I hope you will forgive me, sir. You have a tendency, when some of us ask you questions in the Legislature with regard to the relationship or the effect of GO-Urban on Metro, to say: "That only affects Metro. But there are other cities in the province which have other problems, and this only affects Metro." I don't think you mean to scoff, you are such a nice fellow, but I happen to represent a metropolitan constituency, so you will forgive me if I find myself very concerned with the way the aborting of the Krauss-Maffei situation has affected the Metropolitan Toronto corporation, with which I had a long relationship over many years.

I can tell you that the thunderclap yesterday was heard right across Metro. It has affected

Metro very sadly and in a very costly way. And when you say that you are going to get \$8.5 million back and it is going to cost us nothing, that we get \$30 million worth of assets for nothing and everything is hunky-dory, I have to advise you, sir, that everything isn't being faced with equanimity in Metro. With the cancellation of the Spadina Expressway 3½ years ago, Metro was thrown into a cataclysm of disruption by virtue of the fact that it had a pretty good, balanced transportation system that was disrupted by the cancellation of the expressway.

Incidentally, by virtue of your announcement yesterday, you have completely revived the hopes of all those people who feel that the Spadina Expressway should be revived. But you will hear from other people in due course on that subject and I won't stress it right now.

Driving through the riding a couple of days ago, I noticed that KVN—Kilmer Van Nostrand, I believe—the contractor that received the contract for building the first phase of the subway, has just put up its signs, 3½ years after the Spadina Expressway was abandoned.

Now as a result of the cancellation of the expressway, the subway is being built in the wrong place for the wrong reason. It only made sense at a time when it would share overhead expenditure with construction of the expressway. Now it is going through an area where the density of population is something like 35 people per acre. It simply means that when the subway is constructed in due course—and I don't know when that will be, your guess will be as good as mine—but having regard for the fact that it took 10 years for the subway line to be extended from Eglinton and Yonge to Finch and Yonge, I would imagine it will take anywhere from five to 10 years to build the subway along what we lovingly call the "Davis ditch" in our riding—you will forgive me for that expression.

After that is constructed, I imagine there will be a great move on the part of developers to redevelop that area, which now has a density of 35 people per acre, to a density of 350 per acre, because how else can you make the subway pay?

Then you tried other things. You tried the dial-a-bus system, which didn't work out. So there is no relief for the northwest quadrant. There is no relief for the Scarborough corridor. And while your government cancelled the Spadina Expressway, you announced a few weeks ago that you were proceeding with the extension of Highway 404, which is the exten-

sion of the Don Valley Parkway in a northerly direction, which completely staggers us in comprehension. We can't understand how you are doing that when everybody realizes that the Don Valley Parkway is completely overloaded as it is.

You have obtained what I consider to be the salvage rights to the Titanic with this agreement that you have negotiated. I lacked confidence in this thing right from the start, as you can understand—and it wasn't for political reasons, Mr. Minister—because we have had some experience with sophisticated technology in this town.

Right under this building we spent \$44 million for a subway line that was to work its way into a Y at Bloor St. and which was built for the purpose of giving people a transfer-free ride all the way downtown from the east end of Toronto and the west end of Toronto on one fare. On paper and in theory this was supposed to work, but in practice it never did work.

Those who were members of the MTC, or whatever the department was called years ago, will remember the big controversy that took place in Toronto.

The problem was that there are so many imponderables and so many variables that had to be brought into synchronization—had to be brought to coincide with one another—that it was just impossible to work the thing out so that both lines would work together instead of independently.

You can run an airplane system, you can run any other kind of system; and if you have a breakdown of a bus or an airplane in an airline system, you pull the unit out and you inconvenience 100 or a couple of hundred people. But when a subway train breaks down in a public transit system, you inconvenience thousands, sometimes hundreds of thousands, and you have a loss of millions.

That is why it is easier, in my respectful opinion to shoot a man up to the moon with modern technology, than to run a public transit system on the ground. This is why BART has had its difficulties down in San Francisco. This is why they have had trouble with the rapid transit system of Morgantown, West Virginia, and have given up on it down there. And this is why I figured the German government would give up in Germany and this is why they have given up on it—because the technology was too sophisticated.

Now it is one thing to take a budget of X millions of dollars and devote a percentage of it for research and development for the purpose of developing technology. It is another

thing to do what you did—I don't mean you personally but I mean your government—in making this big announcement where you went overboard.

Right at the outset you didn't diversify your operations. You indicated to the province and to the world that you were going to "GO-Urban". We can see the next election being orchestrated against the backdrop of big pilons with the trains running back and forth. This was going to be it for the future.

This is what you were taking a calculated risk on. This is what you announced and this is what you did. This was to cost a zillion dollars—what was it: \$1.3 billion? You were looking into your crystal ball at the future, hoping that you would get away with \$1 billion, but it probably would have been much more than that.

That is why we had no confidence that it would work. If the United States of America, with its practically unlimited funds and its development of technology which is acknowledged to be probably the highest developed of any country in the world, couldn't make it work—and West Germany couldn't make it work—how were you going to make it work in "Ontario-ario-ari-o"?

You've got all that confidence? Great; good luck to you!

Now I asked you this afternoon in the House, and I meant it seriously: You are getting this free contribution you say—and I want to ask you about it later—of \$30 million worth of assets—I want to know what they are and I'll also come to that shortly—from the Krauss-Maffei company. Now let's not try waving the flag here; why wouldn't you consider giving up your right, title and interest in those so-called assets to the McDonnell Douglas Co., who are probably in a better position financially and technologically to develop this—if anybody can develop it—than for you to reserve your rights under such an agreement to sell the resulting product—if, as and when it is developed—in Canada?

As a matter of fact, in the United States I understand that UMPA, the Urban Mass Public Transit Authority, the funding authority of the American government in the United States which makes contributions to the various states of the union, is also withdrawing from making contributions to governments that are developing this sophisticated technology because of the bitter experiences they had had with the Bay Area Rapid Transit, with the Morgantown situation, and with other situations of a comparable kind.

Because of the SST and the experience that Britain and France have had with the Concord, which is that these experiments with sophisticated technology are not paying off, governments which are tightening up on their finances today are looking for technology which can pay off today and in the immediate future. They can't afford the luxury of going off on these frolics of their own for things that are going to pay off 20 or 25 or 30 years from now. They are pulling in their leash and tightening their reins with respect to contributions and the advancement and development of this sophisticated technology.

So, Mr. Minister, I would like you to describe to us the announcement you made yesterday that Krauss-Maffei is giving us research and development data for which the West German government and Krauss-Maffei have invested approximately \$30 million. Would you describe the nature of this data, what it consists of, what language it is in; and who put the \$30 million value on this data which has been developed over a period of only one calendar year roughly?

Hon. Mr. Rhodes: First of all, Mr. Chairman, the technology was not developed over a period of one calendar year. The Krauss-Maffei people have been involved, in conjunction with the West German government, for a longer period of time than that.

I think the hon. member may well be aware there were two programmes being carried out by Krauss-Maffei in conjunction with the West German government. One was what is known as Transrapid which is an intercity high speed programme; the other was the Transurban programme, or the GO-Urban as we call it, the slower service on which we were working with Krauss-Maffei.

As far as the funding is concerned, the information made available to me from the Krauss-Maffei people and the West German government, was that approximately 37 million deutsche marks had been invested by the West German government in the Transrapid service, and approximately 32 million deutsche marks in the Transurban.

The total is 69 million deutsche marks. You can make your own calculation. It's around 2.6 marks per dollar. We came out with the round figure of \$30 million dollars as a total investment by the parties on both projects.

The data that was being gathered, and what has been made available to us in the agreement, is all of the data gathered for the TDS programme to be constructed at the CNE. All of the information and all of the technical data

is included. I will not attempt to get into the technical aspects of this. There are people here who are qualified to do so, I am not. All of that data is being made available to us.

In the development of the two programmes, the Transurban and the Transrapid, the technology is exactly the same. It is a magnetic levitation. There was a cross pollination, if you will, of information. All data gathered up to the time the West German government withdrew its financial support has been made available at a rate of 80 per cent of the Transurban development.

If you wish more detail on the more technical aspects, I would have to turn to Mr. Foley and Mr. Hodge and others who are more qualified.

Mr. Givens: Tangibly, what are they? Charts, drawings, diagrams?

Mr. K. W. Foley (President, Ontario Transportation Development Corp.): I could start the list with the largest of the assets, which is a two-kilometre test track shaped in a figure eight, with a crossover for two switches in it.

Mr. A. J. Roy (Ottawa East): Is that the one that had difficulty?

Mr. Foley: Pardon?

Mr. Roy: Is that the one on which they were experiencing difficulties with the curves?

Mr. Foley: Yes. I can explain the problem with the curves.

Mr. Roy: Perhaps we could get to that later.

Mr. Foley: There are also test vehicles. A picture of one of the test vehicles is in some of today's Toronto newspapers.

Mr. Roy: The Toronto Star.

Mr. Givens: Are those test vehicles on wheels or are they magnetic?

Mr. Foley: No. They are fully magnetically levitated.

Mr. Givens: They are?

Mr. Foley: Yes.

Mr. Givens: I hope you don't mind these interruptions because otherwise we will get lost on it. In this agreement, it says on page 6, that two test vehicles are wheeled.

Mr. Foley: Yes. There are a number of magnetically-levitated test vehicles. They have been labelled Transurban, 02, 03 and 04. Vehicle 02 was used in tests until about six or

eight months ago. TU 03 is the complete, fully-designed vehicle which was put on the track the end of April and on static drive tests about the middle of August. TU 04 is in its final assembly and checkout phases. There are two test vehicles that operate with wheels on them.

The vehicles explained previously are for calibrating the command and control system on the test track. They are narrow vehicles that operate on wheels so that we don't get any interaction between the various systems. As you are checking out the systems you want to ensure that you are not getting interference between the motor system, the propulsion system, the magnetic suspension system and the command-and-control system.

What you do in order to check out the command-and-control system and calibrate it on the track, is remove those other parts that might have a potential for interfering so that you can complete all of those tests, and then you bring the systems together. The two wheeled vehicles are simply for that purpose, and they would have been used in Toronto as well to calibrate the CNE test track for command-and-control purposes. They have wheels so we can eliminate any interference that would come about because of the magnetic suspension system while we do our first-order checkouts.

Mr. Givens: Well if this test track had command-and-control and had magnetic levitated vehicles and had all these components that you are talking about, it was a very satisfactory test track was it?

Mr. Foley: It is a very satisfactory test track, but it is not completely satisfactory.

If I might just explain the difference between Transurban and our contract. The West German government was funding the Transurban programme. Our contract did not call for a test track in Munich. When that contract was signed it was not contemplated there would be a test track in Munich. Krauss-Maffei built the test track under grant from the West German government. That track is not, nor has it been, part of our contract. No funds from Ontario went into paying for it.

Mr. Givens: What I am getting at is this: If this test track is satisfactory now, why wasn't it satisfactory enough for you to test on it without building this new test track at the CNE?

Mr. Foley: The first answer is that when the programme was developed there was not a test track in Munich and it was not contemplated there would be a test track in Munich. The Transurban programme—if we can get the

label straight—is a wholly West German-operated programme. We labelled the Toronto activity, the Transit Demonstration System. Now those two words, TDS and Transurban, are two separate programmes. They happen to be for the same technology and they happen to be for almost identically-designed vehicles. The Transurban vehicle, TU 03 is not identical to the vehicles that would have come to Toronto, but it is almost identical.

Mr. Givens: So you mean they were planning and building a test track in Munich while we were planning and building a test track here?

Mr. Foley: The West German company would have had no rights to the test track here after we had taken it over.

Mr. Givens: No, that's not what I mean. You say that at the time we considered building a test track at the CNE, they didn't have a test track in Munich?

Mr. Foley: That's right.

Mr. Givens: Well then, did they develop that test track in Munich while we were planning and designing and developing the test track here? When did that test track come to be, when did it come to fruition?

Mr. Foley: About a year ago.

Mr. Givens: About a year ago. Well if we knew that they were building it—

Mr. Roy: It has got to be more than a year ago; we saw a film on it.

Mr. Givens: If we knew they were building a test track—

Mr. Foley: No you saw a film of a test track for TR 02 which is about 1,000 metres of test bed, on the ground.

Hon. Mr. Rhodes: No, no. You are going to have to use the same language I think—with the greatest of respect—with these gentlemen as you have been using with me. Don't start saying TR 02. You mean the Transrapid.

Mr. Foley: The Transrapid.

Hon. Mr. Rhodes: Which was the intercity programme. This is a track, and I have seen it, that is on the ground. It is not elevated; it's a straight line. That's what you saw in the film.

Mr. Givens: You mean that was just a test track for show?

Mr. Foley: If I might, I can inform you on how many test tracks there are in Munich.

There is a very small, about 300 feet, flat test track for the urban programme. There is a 1,000-metre test track for the high-speed intercity programme.

Mr. Givens: Is that the one with the switches?

Mr. Foley: No, no; that was the one that you saw with the bullet-shaped vehicle operating on it.

Mr. Givens: Yes, okay.

Mr. Foley: There is also now a very long—I don't know how long it is, I think it may be around 9,000 metres long—test track for the high-speed system. You have seen pictures of that in the local papers. It's a very large, cumbersome test track for the high-speed intercity system.

There is a fourth test track which is about two metres long, shaped like a figure 8, for the—

Hon. Mr. Rhodes: Two kilometres, not two metres.

Mr. Foley: Two kilometres, sir, I am sorry, two kilometres long—for the Transurban programme; and that is the one with the switches.

Mr. Givens: Does the test track with the switches have any stations on it?

Mr. Foley: No, it does not.

Mr. Givens: No stations at all?

Mr. Foley: No, Mr. Givens. If you will recall, I said that it wasn't completely satisfactory. There are a number of things about that track that make it less satisfactory than the test track at the CNE would have been, and one of those is station interface. There are no stations, nor does the command-control system that would operate on it have a test capacity for station interface.

Mr. Givens: So you felt you still needed a test track at the CNE in spite of these test tracks that existed in Munich?

Mr. Foley: The test tracks that existed in Munich at the time, and still exist in Munich, would not be completely satisfactory to do all of the things that we would have done. The Germans would have had no rights to the test track later; and prior to the agreement that was negotiated last week, the Ontario government wouldn't have had any ongoing test capacity under the old contract.

Mr. Givens: Now, Mr. Minister, included—

Mr. Roy: First, before we get off the test tracks, what I don't quite understand is that if you say that the test track you have in Germany was not satisfactory—

Mr. Foley: Not completely satisfactory.

Mr. Roy: Okay, not completely satisfactory. So much so that you were building a test track at the CNE at a cost of quite a few million dollars. Right? So when you had this problem with the contract and the lack of funding by the federal government for Krauss-Maffei, why do you stop this one here if you are serious about carrying on with the project?

Hon. Mr. Rhodes: Perhaps I can answer that one. You must remember that there was a contract, a very tight contract, that required Krauss-Maffei to build this track and the other associated facilities at the CNE. The specifications and the time limitations in it were very stringent, although they were agreed to by Krauss-Maffei. At the time they signed the contract they had confidence in their own capability. With the withdrawal of funding, they were placed in the position that they were probably not going to be able to complete that contract. Now we were in a very interesting position, as you can well imagine, when this came to our attention—

Mr. Roy: Yes.

Hon. Mr. Rhodes: —because here we were with the possibility of having the track partially completed and having the company go bankrupt or the opportunity to enter into discussions to terminate that contract and recover all of our investment. To me there was no choice to be made except to terminate and get our money back by using the very good terms that had been written into that original contract

Mr. Roy: Okay, I understand that. But I am trying to follow your argument in a logical way in light of what has been said earlier about why you decided to build a track here at the CNE. If we follow to a logical conclusion, if you are really serious about carrying this project through to a successful conclusion, then you are going to have to make some modifications to that track in Germany if you want to make it as satisfactory as the one at the CNE would have been.

Hon. Mr. Rhodes: I think you should also add that, anything going along to a successful conclusion, there will have to be a track built here.

Mr. Roy: That's right. You are either going to have to build a track here or make some modifications to the one over there.

Mr. Germa: Mr. Chairman, on this track business Mr. Foley has indicated that the test track in Germany had some deficiencies, and I think it is incumbent upon you now to explain to us what the deficiencies were in that track in West Germany that would motivate the government to spend \$25 million in order to put up a demonstration track here. Now we have to know what was deficient in the German track.

Hon. Mr. Rhodes: I will let Mr. Foley answer that, but I think what he said to you really was that you did not have a total facility to produce a revenue system such as we wanted here in Toronto. He mentioned to you that there were no stations on that track; it couldn't interface with stations. Go ahead, Mr. Foley.

Mr. Foley: The track in Munich will be sufficient to go through technical feasibility testing. The track in Toronto, which would have been built at the CNE, would have been a track that would have allowed us not only that but also revenue systems testing.

For instance, in Munich there are no stations, which means there is no acceleration lane for merges on the command-and-control system. But there are two switches on that. A great deal of simulation can be done, but it will not be adequate to go from that point to a revenue system operation, fully simulated to the revenue system if that is understandable.

What I mean by that is we will test motor, propulsion, suspension, command-and-control interaction. We can test the technical feasibility probably right through to prototype stage. But there is going to come a point at which you are going to have to test revenue system simulation—train merges, where you are operating from a station with trains operating on a main line and merging.

You are going to have to test station interface between the command-and-control system and various platforms in the stations. The Munich track would not do that. Basically the command-and-control system that would have operated on it would be a command centre for the driving of the vehicle, but not simulating a revenue system with multiple vehicle interaction.

Mr. Givens: The fact is, you can't really construct any test track which will encompass all the possible variables of a completely inter-

lined system such as you meet in real life, can you?

Mr. Foley: The track at the CNE, we think, would have simulated almost every condition we can conceive of. We could have simulated it on that track, in fact we have built into the command-and-control system the capability to simulate what we call phantom vehicles.

Mr. Givens: Interlining with buses, street-cars, subways, and everything else?

Mr. Foley: There was a good facility for that at the CNE in terms of streetcars.

Mr. Givens: We shall never know. Maybe we will, but I don't think any of us will be around. Can I continue this line of questioning?

Does the \$30 million worth of assets include any of the costs of our engineers? We had a bunch of engineers from our department over there, didn't we? Did this include the cost of the engineers we had shuffling back and forth? I think Mr. Foley was shuffling back and forth from here to Germany? Did that include that cost?

Hon. Mr. Rhodes: The \$30 million?

Mr. Givens: In the \$30 million?

Hon. Mr. Rhodes: No, they would be costs, as I understand it, recoverable in the \$10 million we talked about.

Mr. Givens: The \$10 million?

Hon. Mr. Rhodes: Yes, these are recoverable costs.

Mr. Roy: To a maximum of \$10 million?

Hon. Mr. Rhodes: Yes, to a maximum of \$10 million.

As I indicated to you, \$8.5 million has been paid to us as a flat payment, and on the \$1.5 million we will audit the costs and bring this information to the Krauss-Maffei people, at which time they have a—

Mr. Givens: You think \$10 million will be enough to cover all the costs, including the costs of engineers who were travelling back and forth?

Hon. Mr. Rhodes: Yes, Mr. Chairman. We have taken the time to go through the figures. We are satisfied the \$10 million will be sufficient. It may well be below that \$10 million.

Mr. Givens: Is there any possibility that when the West German government withdrew

its support from Krauss-Maffei it did so in order to give support to some other company that's working on something comparable on urban transit; such as Messerschmitt or some of the other big companies in Germany? Is that possible?

Hon. Mr. Rhodes: Everything is possible. I can only go by what I have been advised in my discussions with the West German officials. They are withdrawing their financial support, not only for the Transurban programme on which K-M was involved, but for two other projects as well.

Mr. Givens: You don't think they were favouring any rival firm?

Hon. Mr. Rhodes: The West German government is continuing development of magnetic levitation technology and carrying on with their programme to develop Transrapid. That's the one thing they are staying in. There are two firms involved. K-M is involved in some way with Messerschmitt in the Transrapid approach.

Mr. Givens: What's Transrapid, inter-urban?

Hon. Mr. Rhodes: Oh I'm sorry. That's the intercity programme, a long-range, high-speed system between cities.

Mr. Givens: They're involved with Messerschmitt in that?

Hon. Mr. Rhodes: Messerschmitt is involved in that.

Mr. Givens: The West German government is continuing to support that?

Hon. Mr. Rhodes: I was told, yes, they would continue to support that at a reduced capacity. The West German government feel, as far as high speed is concerned, that magnetic levitation is one of the programmes they will continue to support. It is one of the very few.

Mr. F. Young (Yorkview): Could I ask about the contract Claude Bringer announced in the United States?

Hon. Mr. Rhodes: I'm sorry, I missed the last part.

Mr. Young: Award of \$2.1 million contract to the Ford Motor Co. for design, construction and testing of a research vehicle that will one day result in a revolutionary new means of transporting passengers through densely populated area corridors was announced in the US in July. It has the sound of our announcement.

I am reading from the press release:

The contract awarded the Ford Motor Co. of Dearborn, Mich., calls for a 16-month research effort to determine the feasibility of using magnetic fields on which a vehicle without wheels would ride just above the ground at very high speeds. The project will be administered by the Department of Federal Railroad Administration.

Is this similar?

Hon. Mr. Rhodes: I can't answer that.

Mr. Foley: A number of companies and a number of governments are doing various things in magnetic levitation. GM has also been involved in what we call a suspended-type vehicle. It hangs down instead of being supported up. They have been doing some work for a year-and-a-half to two years on magnetic levitation.

Ford presented a proposal for the US government programme, I can't tell you exactly which office, which was a similar type of basic laboratory research. Rohr has what they call Rohrmag in the United States, in which they have been investing funds. I'm not sure whether they have federal grants supporting that research or not. Again that's a laboratory type research.

There is a substantial amount of this going on. The Japanese, whom I have been in contact with on a number of occasions, have a similar research programme going on.

Mr. Young: This would not infringe in any way with the licence rights which you hold?

Mr. Foley: The programme you have in front of you, as I understand it, really is a basic laboratory research programme. It is not a vehicle proposal for a transportation system. The licence rights cover the data that relate to the whole of the system and the interaction of the subsystems.

I think I should make it clear that there are a number of components in this system to which you don't get patents. They are off-the-shelf type items, or else they are things that are labelled to be in the public domain. The licence rights, the data and the patents that exist largely relate to the magnet controllers, the interaction of various systems and subsystems. But the linear motor has been in the public domain for some years.

Mr. Givens: Mr. Chairman, apropos of that, I want to ask this question: We have this compendium of \$30 million worth of data and research that we're getting. But in section 18

on page 8 of the agreement, it is obvious that we're not getting designs, drawings, instructions, belonging to SEL — which is Standard Elektrik Lorenz — Brown, Boveri and Cie, and Knorr. Are parts of the jigsaw puzzle being left out? Are these things of critically essential importance so that without the components that they've worked on we really have nothing? What are these component parts which we are not getting under this deal?

Mr. Foley: Sir, those submissions are submissions or exclusions that we have selected by choice. The BBC component is basically an inverter and linear motor. We have had three linear motors tested in the past year — a French one, a German one and one developed here in Canada by Spar Aerospace. The tests have indicated that Spar's motor shows the best performance on almost every variable that you can pick, and our conclusion at this point in time is that we would much rather deal with Spar Aerospace and use their technical developments to date. I think you're aware that Spar has a dynamic test track which was completed a day or so before yesterday. We are entering — and for a year now have been working directly with them — on building the inverter and motors in Canada.

The Knorr hardware is a brake system. We have recently had a technical design review, which happens about every three months in this process. In the last one we were not satisfied with the braking system provided and have asked that it be redesigned. So quite frankly, we're not after those rights.

Mr. Givens: What is SEL?

Mr. Foley: SEL is Standard Elektrik Lorenz, which is an ITT subsidiary — in fact it is the German ITT company. They have the subcontract with K-M, and have had from the beginning, to provide the command-and-control system.

You will note that in the same agreement there is a capability for us to have that contract assigned directly to us; and the licence rights, in another spot in that contract, have been assigned to us through a separate agreement.

So we do have the licence rights on SEL components and we have the option to take over that subcontract or to renegotiate it. Quite frankly, from a management point of view we would like to look at it and see if we can make as good a deal or better.

Mr. Givens: So you won't be without command-and-control?

Mr. Foley: Absolutely not.

Mr. S. Lewis (Scarborough West): I hope that is solace enough.

Mr. Givens: Coming to another point now, exclusive royalty rights, on page 4 you seem to have exclusive royalty rights — again omitting these matters I just indicated, SEL, BBC and Knorr — but it seems that for rights in the USA, first of all you've got a partner now, McDonnell Douglas.

Mr. Foley: Could I explain that perhaps, the first point?

Mr. Givens: Well let me finish and then you can include everything. Then you have to get the approval of the German government's Department of Forschung and Technology — that is research and technology, I guess. Then with respect to South and Central America, that's a non-exclusive licence; and then EC—I suppose that's the term they use to refer to the European Economic Community, right?

Hon. Mr. Rhodes: Right.

Mr. Givens: So that's non-exclusive. Well will you spell out what you have and what you haven't? You haven't a hell of a lot to sell anyway. Now what have you got and what haven't you got?

Hon. Mr. Rhodes: Let's talk first of all about your question concerning the negotiation with the West German government. The West German government have an agreement for exchange of technology with the United States government, and the West Germans and the US have exchanged various types of technology over the years. For us to acquire for our purposes the exclusive rights on this technology in the United States we would have to have an arrangement with the West German government that they would, in fact, not deal in this technology with the United States.

Now a very similar type of arrangement had been made prior to the termination of the contract between McDonnell Douglas and the West German government, and K-M is the third party in that agreement. I can tell you that I have already been in contact with the West German government and have received reasonable assurance—not final, because there are some discussions to go on—that this can be arranged. But we are required to do that because of the arrangement with the United States.

Mr. Givens: By the way, what was McDonnell Douglas' reaction when you broke the news to them about this thing?

Hon. Mr. Rhodes: I didn't break the news to them. You must consider what their participation was. It had only been very short. Their participation was that they were going to take part in the development of this technology in conjunction with Krauss-Maffei. They had agreed that they would invest a total of \$20 million over a period of 12 or 15 years—I am not sure of the time limit—and they had guaranteed that over that time they would invest a minimum of \$1 million per year. But they had guaranteed to expend the \$20 million over that time frame. So they had only been involved a very short length of time.

Really they just stood back, I suppose, and wanted to see what was happening; and they were prepared to continue. They still have faith in the technology, and I would draw to your attention again that they had their own technical people over there in Germany. They are well aware of the technology. They have taken a very serious look at it along with people from K-M, from the development corporation, and from the ministry.

Mr. Young: Was one of the determining factors of the withdrawal of support by the West German government that they had become convinced that the United States technology going on in all these fields was ahead of the West German technology?

Hon. Mr. Rhodes: I can't answer that, because in any discussions I had this matter was never brought to our attention as being a reason. I can't answer that for you.

Mr. Lewis: Perhaps Mr. Givens won't mind, because these aren't quite as central as the things he is asking, but just to clarify something in my mind, in your statement to the Legislature you said you had been informed about four weeks ago of various problems and difficulties. By whom were you informed?

Hon. Mr. Rhodes: I was informed by Krauss-Maffei themselves. They came here to Canada and—

Mr. Lewis: Who came to Canada?

Hon. Mr. Rhodes: Representatives of the Krauss-Maffei firm.

Mr. Lewis: And what level of Krauss-Maffei were they?

Hon. Mr. Rhodes: The chairman of the board was one of them.

Mr. Lewis: The chairman of the board of Krauss-Maffei came to Ontario to see you?

Hon. Mr. Rhodes: Yes. And he indicated to me at that time that he was very concerned because he had heard a rumour—this is how he described it—that there was this possibility that the West German government might be withdrawing their financial support. He was very concerned, and what he wanted to do at that time was request that perhaps we might be in a position to make some changes in our contract with them. Quite frankly, that ran us up the wall a bit; we saw something coming and we took off to make sure we were protecting our own interests.

Mr. Lewis: I should think so. He was in effect trying to renegotiate a contract that would allow Ontario to foot the bill that West Germany might be conceivably pulling out from under.

Hon. Mr. Rhodes: No, that's not the point at all. He wanted us to renegotiate the contract and the development of the TDS so that he would be able—I am sure you are aware of the terms of the contract, in that it was very tight on them, very restrictive—he wanted to ease these restrictions so that he could carry out his contract and not get into difficulties.

Mr. Lewis: So you saw the flag going up, and being a man who senses danger at the extremities you leaped across the ocean and you went directly to Bonn?

Hon. Mr. Rhodes: No, not immediately. We made some inquiries through the people we had in Germany, our own people.

Mr. Lewis: People within your ministry?

Hon. Mr. Rhodes: Yes.

Mr. Lewis: Who were presumably engineering and technical staff right there?

Hon. Mr. Rhodes: Yes, that's right. We asked them to find out what they could, and they only got bits and pieces. We waited without making any commitments at all to K-M that we would make any changes.

Mr. Lewis: The chairman of the board by then having returned?

Hon. Mr. Rhodes: He was gone, yes. He and his associates had gone back to Germany. Then we received a call from the Krauss-Maffei people indicating that this was the case, that in fact they had been advised directly by the West German government that the funding would stop. It was at that stage that I contacted the West German official in Bonn and requested discussion on this matter with him to deter-

mine if in fact that was what was happening. I didn't know whether I was being bluffed or what was happening. I wanted to find out for sure.

Mr. Lewis: Okay, I won't take but a moment more. Which official in Bonn? Whom did you see?

Hon. Mr. Rhodes: I spoke to a gentleman, whose name is Dr. Finke, who is I would think on the level of the deputy minister. I suppose you would call him the Cam McNab of that ministry in Germany.

Mr. Lewis: I am not sure Cam McNab would appreciate that, but I don't know.

Hon. Mr. Rhodes: I am complimenting Dr. Finke.

Mr. Lewis: I see. Cam McNab would appreciate that. What ministry is this man Finke in?

Hon. Mr. Rhodes: The Ministry of Science and Technology.

Mr. Lewis: And was he the sole person with whom you spoke when you were in Germany?

Hon. Mr. Rhodes: Yes.

Mr. Lewis: On that last trip? And it was on the basis of the information which he conveyed to you that you knew then what you had to do or what you had to raise at cabinet?

Hon. Mr. Rhodes: He said very clearly to us that he had known that they were going to withdraw the financial support from not only this programme but the other two that I mentioned earlier.

Mr. Lewis: I see. And he told you he didn't impugn the worth of the technology; he just told you that for high-risk ventures involving West German financing, for whatever reason, the money was being withdrawn?

Hon. Mr. Rhodes: In the course of the discussions he said they were changing their direction, getting out of the long-range, high-technology type of area. He did indicate to me that they weren't all that convinced, perhaps, that the technology was what they wanted, comparing it as they did to light rail transit, using as an example that Hamburg street railway.

Mr. Lewis: The Hamburg street railway was their comparison, was it?

Hon. Mr. Rhodes: That's what he said—that comparing this technology to the Hamburg street railway, they felt maybe this technology is not what they wanted.

Mr. Lewis: I see: Were there people from K-M at your discussions with Dr. Finke?

Hon. Mr. Rhodes: No.

Mr. Lewis: It was just a discussion with Finke? Were there Ontario people there with you?

Hon. Mr. Rhodes: Yes, there were Mr. Foley, Mr. Hodge, Mr. Follett and himself in discussions with me.

Mr. Lewis: And Finke had no subordinates or peers with him?

Hon. Mr. Rhodes: He had one other gentleman—I can't recall his name—who appeared to me to be a close associate of his.

Mr. Lewis: May I ask how long your discussions lasted?

Hon. Mr. Rhodes: Oh we must have been three or four hours, I guess. I think we were very surprised at the amount of time that we were allotted. He seemed generally concerned and interested in having this discussion with us in detail.

Mr. Lewis: I appreciate all that. I just wanted to know. For \$30 million, that is almost \$10 million an hour.

Mr. Givens: It was just at about the time you were having your discussions with Dr. Finke—which was four weeks ago you say?

Hon. Mr. Rhodes: No, it was on Nov. 1 and 2 that I had my discussion. No. No. This was on November 2, first and second.

Mr. Givens: When was it that you made your announcement about Premier Lougheed's involvement in this deal?

Hon. Mr. Rhodes: I didn't make that announcement, but it was about three or four months ago. It was when the Premiers' conference was here in Toronto.

Mr. Givens: The announcement was made by Premier Davis, wasn't it?

Hon. Mr. Rhodes: And Premier Lougheed, together, yes.

Mr. Givens: Were they aware—

Hon. Mr. Rhodes: I am told it was Sept. 15.

Mr. Givens: —of these difficulties at that time?

Hon. Mr. Rhodes: No.

Mr. Givens: Nobody was aware of these difficulties?

Hon. Mr. Rhodes: My first indication, as I said to you earlier—I can give you the date—I believe it was Oct. 17 I had the first indication that K-M were concerned about withdrawal of funding.

Mr. Givens: All right. Now what is that involvement and how firm is that commitment? The involvement of Premier Lougheed?

Hon. Mr. Rhodes: The Alberta government is involved in the Ontario Transit Development Corp. in its broadest sense, and not necessarily involved in any one component of it.

Mr. Givens: Are they putting any money into this thing?

Hon. Mr. Rhodes: I will have to ask Mr. Foley.

Mr. Foley: At the present time there are negotiations going on as to the share value of the corporation. Price Waterhouse has been engaged to do an evaluation of the equity and report to both sides of that negotiation. Until such evaluation is completed, the negotiations have only proceeded on the general matters. We haven't discussed the—

Mr. Givens: So the Alberta government is not as involved in this deal as McDonnell Douglas is?

Mr. Foley: Maybe it would be useful to explain the McDonnell Douglas involvement.

Hon. Mr. Rhodes: Let's make one point clear. McDonnell Douglas is not involved in OTDC.

Mr. Foley: Right.

Hon. Mr. Rhodes: In the development corporation.

Mr. Germa: But they are involved to the extent that they have an agreement with OTDC, don't they?

Hon. Mr. Rhodes: No.

Mr. Germa: They have no written agreement with OTDC?

Hon. Mr. Rhodes: Not at this stage, no.

Mr. Foley: They have an agreement, or had an agreement with the Krauss-Maffei firm for the US licence rights. We had had discussions with McDonnell Douglas as to the North Americanizing of the technology when we

went into production and revenue service, because that is quite different than the same vehicle in Europe. There was no agreement and has been no agreement directly between OTDC and McDonnell Douglas. The reason for the removal of all of McDonnell Douglas' obligations with Krauss-Maffei was so that agreements can be negotiated without any overriding concern of the agreement they have with Germany or had with Germany.

Mr. Givens: So all you have so far with Premier Lougheed is just a verbal understanding of some kind?

You have had some discussions with him, but there is no agreement of any kind? Not even what is called a gentlemen's agreement?

Mr. Foley: I would suggest that there is that.

Mr. Givens: There is?

Mr. Lewis: That is about all that is left!

Mr. R. F. Ruston (Essex-Kent): No money. No cheques, I mean.

Mr. Germa: Mr. Chairman, I was on the technology, so before we get too far from that; we have been consistently told that it is off-the-shelf technology, in fact Mr. Foley just used that expression.

Hon. Mr. Rhodes: Mr. Foley said, Mr. Germa, to be fair, that there were components of it that were off the shelf, not the total technology; just that there are some certain components.

Mr. Lewis: Bearing in mind the technology is on the shelf, the components are off the shelf!

Mr. Germa: During the year we were getting definitive statements made by the Premier: "This thing is going to be running in the fall of 1975. It is going to be tested in the fall of 1974." Very definitive statements. Whenever we questioned the development, we were told: "It is off-the-shelf technology. The computer has been invented. The linear induction motor has been invented" and all these things. It was just a simple case of putting things together.

Now I would like to know what is left to be done? I think it falls on your shoulders now to salvage the pieces, which apparently are still on the shelf. Where did the technology break down?

Mr. Foley: Sir, without being at all facetious, the job that is left to be done is the simple job of putting it together.

The systems engineering is the major technical element. The design review—and I don't mean to use that word as jargon—but in the design process of everything, we go out and do some of that work—prototype and breadboard testing—and come back and do what we call a critical design review to see where we got to from where we wanted to get to.

At that point, we have this review and say: "Okay this is a problem, that's a problem, this is a problem. Now what are the design changes that would be necessary to overcome those areas?"

What we are now into with the vehicle is the integration of subsystems; and it is in that integration you get interference between one subsystem and another subsystem, and an indication of the design changes that have to be meshed in that area. We have had a design review that says we can take the vehicle weight down approximately five tons. That's the job that now has to be done, putting those component levels together.

We have, we think, competent suppliers—and very good people—here in Canada on the propulsion system. We have, we think, very competent people on the command-and-control system. The job that has to be done now is to carry on the testing to ensure we have design solutions to each of the problem areas that have been identified.

Mr. Givens: All right, Mr. Foley. Let me ask you this: In putting Humpty Dumpty together again, how many engineers are you going to require and where are you going to get them?

Mr. Foley: Sir, I don't have a complete programme at this point in time of the critical test programmes, or the critical design programmes. The last design review that was completed some time around the end of October indicated that peak staff loading of engineers was 173 engineers.

Mr. Givens: Excuse me; how many have you had over there in the past year?

Mr. Foley: Of ours? The word is 10.

Mr. Givens: Not 20? The newspapers said 20. Were they wrong?

Mr. Foley: Ten.

Mr. Givens: I always believe what I read in the papers. If the papers said 20, that means you are going to need 100. Would you comment on 100?

Hon. Mr. Rhodes: It is a problem believing everything you read in the papers.

Mr. Foley: Sir, the 100, it could be a very good number. As I said, the last design review, which I think was completed not more than a month and half ago, or at least the input into that report, indicated a peak manpower loading of 173 people to complete the job—engineers and technicians, test people and all of the others that are involved in that kind of a programme. Now that is a peak loading. At any point in time, that moves up and down, depending upon the areas of the programme you are at.

Mr. Givens: Of that 173, how many would be Canadians who would have to speak German? I want to know how many engineers you are going to require or where you are going to get them.

Hon. Mr. Rhodes: First of all, let me make one comment here. They are not necessarily going to have to speak German, because one of the conditions we have in this agreement is that all of the data and technology will be made available to us in a form that could be understood by Canadian engineers. It's all to be translated.

Mr. Givens: Will you need 50 high-class engineers to send over to Munich from Canada?

Hon. Mr. Rhodes: I don't know. I'll have to ask Mr. Foley. Let me make one other point. You have asked Mr. Foley how many engineers we have over and he said 10. But that was not the total number of engineers on the project. There were a number of engineers in Krauss-Maffei. You will find in the agreement that they are going to supply us with 30 engineers at their cost.

Mr. Givens: For one year?

Hon. Mr. Rhodes: That's right, for one year. Surely to goodness we will be able to assess this thing in its entirety in one year.

Mr. Germa: Starting when?

Hon. Mr. Rhodes: Right now.

Mr. Roy: As I understand it, just listening to you talk, the decision has been made therefore to continue with the programme? That has been made?

Hon. Mr. Rhodes: Yes.

Mr. Roy: We don't know how much it is going to cost to run it to its completion. Yet you have made the decision to cancel the test track here, knowing that you are either going to have to build a track here or you are going to

have to do something to the track over in Munich.

Hon. Mr. Rhodes: Yes.

Mr. Roy: There is inconsistency in your approach.

Hon. Mr. Rhodes: There is no inconsistency at all, if you will go back and look at why we cancelled this track. It wasn't a question of not physically being able to build the track. The tenders came in and we opened them. After the redesign, they were down in price and we were back in the ballpark as far as total dollar expenditure was concerned on that. The terminating of the track was not a pleasant thing for us, because of the programme. We terminated it because we knew that the company was not in a position to complete it. In order to take advantage for our contractual safety valves, we terminated with them.

Mr. Roy: Yes, but you said yourself that to bring the programme, which you apparently have decided to continue, to a conclusion—

Hon. Mr. Rhodes: We decided to go into the first phase of continuing it.

Mr. Lewis: That is what you said in your statement.

Mr. Roy: Yes.

Hon. Mr. Rhodes: Yes.

Mr. Roy: Yes, to go to the first phase. You do agree that to bring this matter to a successful conclusion, to get those—

Hon. Mr. Rhodes: We will have a new system, right.

Mr. Roy: You are going to need a track some place.

Hon. Mr. Rhodes: That's right, and we said that.

Mr. Roy: You are going either to have to build a track here or do something with the one in Munich.

Hon. Mr. Rhodes: If you get to the point where we would be confident that we can go ahead and develop a revenue system, we would much rather build a track here. Certainly that is my inclination. You would build a track here so that you can put it into a total revenue system; not just have a test track, but actually have a track upon which the testing can be done and which then can become a part of a revenue system. It seems the logical type of investment.

Mr. Roy: If you are going to decide to spend money on this thing you know yourself, since the federal republic of Germany has already spent something like \$30 million in funding this technology, you are talking about a lot of money. Wouldn't you be better off to decide before proceeding with your first phase that you are going to make a decision to go all the way or not go at all?

Hon. Mr. Rhodes: No, I don't think you can do that, with the greatest of respect.

Mr. Givens: How much time do you intend to give to the first phase? Be honest with us, you are a conscientious man.

Hon. Mr. Rhodes: I have been honest with you all the way along.

Mr. Givens: I want to know what you feel in your heart. It's not a matter of being consistent. Forget about the politics of this thing.

Mr. Lewis: This government has no feelings.

Hon. Mr. Rhodes: Brutal person!

Mr. Givens: In your heart and in your mind you know that you are going to have to call a halt to this at one point or another. How much time do you intend to give this before you decide whether you are really going to proceed? What is your point of no return, where you are going to decide whether you really want to proceed or whether you are going to abort? Are you going to give it six weeks, six months, a year or what?

Hon. Mr. Rhodes: I won't attempt to answer that because I am not the technologist in this situation—

Mr. Givens: Well, will you get one of your technologists to tell us? You are shooting craps with millions and millions of dollars of the taxpayers' money. We've got a right to know. If you say six months, I may be prepared to go along with you. If you say a year, I may not be prepared to go along with you. But you are playing Russian roulette here, and I think the people of this province have got a right to know.

You can get up in the Legislature and put on that nice smile of yours—you've got a terrific personality, you know—but out there people are phoning in, and you are looking cockeyed right now. You look—we all look like damned fools right now. How much time do you intend to give this until you make a decision as to what you are going to do with it? Six months, one year, a year and a half or what?

Hon. Mr. Rhodes: I think Mr. Lewis would like to be removed from that all-encompassing statement.

Mr. Lewis: Yes, I don't—

Mr. Givens: I am speaking for myself. I don't speak for Mr. Lewis. He can speak pretty eloquently.

Mr. Lewis: Could I just add a footnote to that? Our caucus wouldn't give you another five minutes, let alone six months. I appreciate what has sort of been opened up here, but I want to understand why you are holding on. Why are you going down with the ship this way? What is the hypnotic process that takes place? I listen to Mr. Foley; I'm listening to a relentlessly knowledgeable man. What does he want? Does he want all of this to be known as Foley's folly? Is that what it's all leading to?

Mr. Givens: You are on the Titanic and it's sinking.

Mr. Lewis: I don't understand it. Is it such a vested interest? I mean, are you not capable of admitting to the world that we made a mistake, we're scrapping it?

Here's a deputy minister who represents a government that has ploughed \$30 million into an experiment and then pulls out, and he tells you that, in terms of relative value, the Hamburg street railway as light rapid transit would service them better than Krauss-Maffei magnetic levitation. And you are asking the people of Ontario to spend another cent on this project?

Men like Mr. Foley, and all of his associates pour their hearts and souls into a project. I understand that process. It's 18 months of total immersion—technological, scientific, psychological—and then it collapses for reasons that I suspect may be valid.

But then it's not up to you to sustain these people. They are capable of doing other important things for the province. But you don't hang this as a kind of millstone around the neck of Ontario forever. You cut your losses now. You get out now. You know that alternatives are available; we don't have to use this.

Mr. Givens: The footnote has already run over to the next page, and it's getting larger than the question.

Mr. Lewis: All right.

Mr. Givens: Can I have an answer to my question?

Mr. Lewis: We won't give the six months.

Mr. Givens: I didn't say I am prepared to give you six months. Don't misquote me. I said, "We may be". How much time do you intend to give it before you decide whether you are going to proceed or not?

Mr. Roy: And how much money are you going to spend on this first phase?

Mr. Foley: I don't think I can answer on how much time the minister is prepared to give, but I can tell you the five phases of the programme which we think have to be put together in order to go from where we are. One of those phases is to determine exactly the level of inventory of technology and to carry on the critical test programme to ensure that what our design reviews have been telling us is a fact.

The first phase appears to be somewhere in the order of 120 to 150 days. The next phase appears to be in the order of six months. Then to move to a revenue prototype, which may or may not demand a test track, depending upon the critical elements, could—

Mr. Givens: What do you mean by "revenue prototype?" Whether it can make money?

Mr. Foley: No, no.

Mr. Lewis: A serviceable model, I think. Something that works.

Mr. Foley: Yes. The day you produce a laboratory model, which is what TU 03 is, you have a collection of subcomponents, and you are really looking at the interaction of those and going through test after test after test to determine how their systems interact. We must eventually move to a production model that has productionized wiring systems and harnesses and so on that can be—

Mr. Givens: The real thing.

Mr. Foley: No, the laboratory model is just as much the real thing, but it is not necessarily the most reliable model. All the connections are hand-wired and the wiring harnesses are all strapped through cables and so on. There is a productionized version that has to be produced before you can go out and run it on revenue service. It is between now and that time that the five phases come out.

A revenue system prototype might be called a pilot programme for that revenue vehicle, but it is not fully tooled. You don't invest a great deal of money in jigs and other equipment for productionizing that vehicle.

Mr. Givens: So that adds up to over a year on the basis of a number—

Mr. Foley: Oh yes, it will all add up to two and a half years.

Mr. Givens: Two and a half years? Is that how long you intend to take?

Hon. Mr. Rhodes: Wait a minute now—

Mr. Roy: How much money will—

Mr. Lewis: Will you cut it at any phase?

Hon. Mr. Rhodes: Yes, it could be done. Mr. Foley has said to you the first phase will take from 120 to 150 days—three months.

Mr. Lewis: That is a new definition of three months.

Hon. Mr. Rhodes: Four months, I am sorry. My math is nuts.

Mr. Lewis: Perhaps that is one of the reasons the project went down the drain. Nobody could add.

Mr. Ruston: I suggest it's five months.

Mr. Givens: I suggest you are going to make a decision before the next election.

Mr. Lewis: That's true.

Hon. Mr. Rhodes: I can tell you that when it comes time for the decision to be made, I will make it. I won't duck behind it.

Mr. Givens: Can we get onto another lot?

Mr. Germa: Could I ask what the price of this two-and-a-half-year interim period is going to be?

Hon. Mr. Rhodes: Excuse me, let's not talk about the two and half years. Let's talk about the 120 days, that's the first phase.

Mr. Germa: The 150 days of decision.

Mr. Roy: And that phase is for what? To accumulate your revenues?

Hon. Mr. Rhodes: You ran that on a campaign one time. You must be familiar with it.

Mr. Givens: No, I didn't.

An hon. member: No, that was Pearson with his 60 days.

Mr. Roy: That first phase, just to repeat that, what is that?

Mr. Foley: The first phase will take us through the critical testing. In other words, we want the results from the testing that is going on now, and we want to carry on that testing for 120 days so that we can be sure the prob-

lems that we have already identified, which have been well documented and advertised—

Mr. Roy: Advertised? The curves?

Mr. Foley: No, no, not the curves so much. That problem is, we think, solved. But the braking problems, the switching problems and training problems. If you want some explanation on those, I would be most happy to give them to you.

Mr. Roy: No, no, not the technical—

Mr. Lewis: No, I am reeling already just from the technical designs.

Mr. Foley: The first part of that is to carry on the testing programme that is underway now, which validate those problem decisions. The second part of that 120 days has to be to move to what we call the revenue system definition of that vehicle. That is in this process of going through—

Mr. Roy: You are into the second phase now?

Mr. Lewis: No, it is all part of the—

Mr. Foley: No, I am still in the first phase. If I could just come back and explain what has happened up to date. We had a delivery contract. We started off and identified what we wanted at the end. We got a supplier, with all the financial guarantees and so on.

He took, or would have taken, every step that we will take. The problem was that we have had a delivery contract up until now. So we must go through the same phase and continue to redesign that vehicle. In fact that's what TU 02 and 03 and 04 are all about—constant evolution and improvement of the design phase.

The second part of this first element is to go to the final revenue system design, which means we have had a limited prototype or limited laboratory model. We pieced it all together until we got a full-sized, operative laboratory model which is now under test. The test results on that will allow us to finalize the design. If you don't do the test results, you won't have enough data to finalize the design. So that's what the first phase is all about.

Mr. Roy: Okay, as I understand it—

Hon. Mr. Rhodes: Let me interrupt for a moment. I sometimes get lost in all of this technical jargon, as I am sure you do. But I want to go back to something that Mr. Lewis said earlier about the deputy minister of science and technology in Germany comparing

it to the Hamburg street railway. That is, in essence, what was said to me. But I want to point out to you that he was saying if you compare the relative costs of the technology; fine, I don't think you can question that. If you are going to compare a new and innovative and different technology to what is standard, rails on the ground, wheels and everything, there is going to be a difference in cost.

At the end of the first 120 days, we will have received certain information, then I think there is a decision to be made there, right there.

Mr. Lewis: Can I make a prediction about this decision now?

Hon. Mr. Rhodes: Be my guest, you've been predicting continually.

Mr. Lewis: I predict that you will scrap the whole thing. The 120 days is a face-saving device on the part of the government, which isn't very creditable under the circumstances. I want to tell you that. In fact, it is, frankly, dishonourable. You have wasted too much money already. You shouldn't put another penny in it.

Hon. Mr. Rhodes: Please; don't get into your histrionics—

Mr. Lewis: There is no histrionics. I am a mild and considerate fellow who is—

Hon. Mr. Rhodes: Oh yes indeed.

Mr. Lewis: —simply telling you that you're crazy and that now is the time to cut anchor. There is nothing immoderate about that. People have said worse things than that about you.

Hon. Mr. Rhodes: Yes. Now I find you are back into that same ballpark that Mr. Givens—

Mr. Lewis: Mr. Givens and I have shared ballparks before, but we know who is pitching and who is catching. You don't know where you are. There's the difference.

Hon. Mr. Rhodes: Let me say this to you, at the end of that 120 days, a decision will be made and that is what we said at the very beginning. In the very words of the statement yesterday, we will go through phase one.

At the end of that time, we have to determine what is happening to the technology. If it is, in fact, the type of thing we can continue with, can we afford to continue with it? That is when our decision will be made. Remember, you are saying—

Mr. Givens: Is that your interim decision or final decision?

Hon. Mr. Rhodes: Let me finish. You are saying, what is wrong with the technology? Why do you have to have this time? We have a report that is available, and I think Mr. Foley has it, a report that was produced—and I have mentioned this in the Legislature—by the engineers of Krauss-Maffei, McDonnell Douglas, OTDC and from MTC. They went in and did very, very intensive testing and extensive evaluation of the technology. Their report states, signed by all of these engineers, the technology is there. There are risks in that technology, no question, but they say that the risks are soluble. They can be solved.

Mr. Givens: The German government gave them a great vote of confidence.

Mr. Lewis: Yes, exactly. After a \$30 million investment.

Hon. Mr. Rhodes: Remember, too, that McDonnell Douglas will pay 50 per cent of the costs.

Mr. Givens: You haven't even got anything in writing. You haven't even got an agreement. You said so yourselves. You've got nothing.

Hon. Mr. Rhodes: We've got the agreement.

Mr. Lewis: You have treated this whole thing politically, so politically, from the outset. I was out of the House yesterday so I had the pleasure of reading your statement subsequently. I couldn't help but notice that, so determined are you to salvage something from the wreckage, you couldn't say point one we have scrapped Krauss-Maffei. That had to be point two. Point one had to be an elaborate rationalization about the benefits accruing to Ontario by the renegotiated contract with a company that has gone under. You know, all of it bespeaks in your mind and in the mind of the government an experiment that isn't going to work. I know what went on around that cabinet table. I didn't have to be there.

Hon. Mr. Rhodes: The company has not gone under.

Mr. Lewis: They said: "Good God, John, we have got to get something out of this which will salvage the reputation of the party."

Hon. Mr. Rhodes: The company has not gone under, make no mistake about that.

Mr. Lewis: All right. Krauss-Maffei is clearly not in a very happy position. I think what's happened is a kind of mesmerizing process. Everybody gets hooked in. Reputations are dependent on it. Governments see themselves

standing or falling on it. Engineers and technicians are—

Mr. Givens: You are a good guy; don't let them make a patsy out of you.

Mr. Lewis: I don't know why you are allowing them to do this. You have come a long way in this. You have been straighter—

Mr. Givens: You are going to be the villain.

Mr. Lewis: —with us on this matter than any other minister in every process.

Mr. Givens: That's right, even I like you.

Mr. Lewis: It is not a matter of like and dislike.

Mr. Givens: They are making a patsy out of you. I don't know how they could be so dumb in your cabinet.

Mr. Roy: Your statement, in fact, leaves no indication, if one reads the total statement, that you are just going to look at phase one as you are stating today. You end up the statement by saying: "So, Mr. Speaker, as a result of a series of recent developments, Ontario has gained control of this technology at no cost to the taxpayer." So we carry on from here.

Hon. Mr. Rhodes: No, wait. There is nothing that is not factual about that statement at this very point.

Mr. Lewis: That is true.

Mr. Roy: Yes, but you see—

Hon. Mr. Rhodes: Don't point the finger and wave at me; but at this very point that is absolutely factual.

Mr. Roy: Yes, it is; but there is nothing in your statement to indicate to us at least that you are going to have 120 or 150 days for the first phase, and that your only decision at this time has been for the first phase, and then you are going to reconsider your position. That's not what your statement says. Isn't that what you are saying?

Hon. Mr. Rhodes: I know what you would like me to say, and you are not going to get me to say it. You would like me to say that I have made a decision, here and now, that I am going to charge off into the distant future and develop this thing.

Mr. Lewis: No, no.

Hon. Mr. Rhodes: I will not do that.

Mr. Roy: I don't want you to say that.

Hon. Mr. Rhodes: Yes, indeed, you would like me to say that—

Mr. Roy: No, no way.

Hon. Mr. Rhodes: —so that you could stand there a year from now and say—

Mr. Lewis: I would like you to say that, sure. But I know that 120 days from now you are going to cancel it.

Hon. Mr. Rhodes: I will not make that—

Mr. Roy: That's not what I am trying to get you to say—

Mr. Lewis: Krauss-Maffei is like the opium of your ministry, you know. You are really hooked on it. Somewhere along the way you have to jettison it—and the time is now, not four months from now.

Mr. Roy: I will tell you what—

Hon. Mr. Rhodes: Just understand that Krauss-Maffei has been jettisoned.

Mr. Lewis: No, it hasn't been jettisoned—

Hon. Mr. Rhodes: Oh, yes.

Mr. Lewis: Its ghost lives and walks in the cabinet chambers.

Hon. Mr. Rhodes: Krauss-Maffei has gone.

Mr. Germa: Mr. Chairman, it appears that you have entered into the first phase, that you are committed to that much at least.

Mr. Roy: Aren't you?

Mr. Germa: I have asked three times now—

Hon. Mr. Rhodes: At this stage, I have said, yes, I think we will go ahead with the first phase.

Mr. Germa: I have asked this three times now; how many dollars are committed in the first phase?

Hon. Mr. Rhodes: Mr. Foley.

Mr. Foley: Sir, I cannot answer that question today. What we are trying to do now in conjunction with McDonnell Douglas—and we have their people here this week—is to put that programme together and to cost it.

McDonnell Douglas has agreed on a 50-50 cost-sharing basis through that phase, and they have done that without any guarantee that they will get the licence rights, which we hold, if the programme is carried on.

At this point, the engineers and senior executives of McDonnell Douglas have indicated that as far as the technology goes, in their evaluation of that technology, they think it can be made to work and they are prepared to put up half of the dollars to go through the testing and design phases to do that—and they have no subsidization from anybody to do that.

Hon. Mr. Rhodes: An interesting comment was made as an aside, and I think it might be worth putting on the record. Mr. Lewis has said it might work in New York but it won't work in Toronto.

Mr. Lewis: I said it might work in New York but never in Toronto. I concede that. I am just thinking as I listen that McDonnell Douglas may well see economic value 10 or 15 years hence in one of the massive American ghetto areas, but in Metropolitan Toronto—

Mr. Givens: Sure, they had a Third Ave. el, but they tore it down.

Mr. Lewis: It can't work here because you haven't got the time, no matter what happens now. You have lost three years already, and magnetic levitation has no relevance to Metro Toronto any more.

Hon. Mr. Rhodes: If technology will work in New York, it will work here and it will work anywhere else.

Mr. Lewis: It will work in Zanzibar and in Southern Rhodesia, but it will never happen here.

Hon. Mr. Rhodes: And we have the market.

Mr. Lewis: You don't have any non-exclusive rights outside.

Mr. Roy: I will tell you what I would like you to say. What you should be saying is this: "As minister on this project—" and I quite appreciate what Mr. Lewis has said about the civil servants working on this with their normal enthusiasm, and that you are a new minister who has come into this and inherited this problem, but surely as the minister responsible, in a supposedly responsible government—and I know it is going to be difficult because you have played this issue politically hard; you really did.

Mr. Lewis: He didn't, Bill Davis did.

Mr. Roy: But it seems to me—

Mr. J. E. Stokes (Thunder Bay): What happened to that "Transportation Man of the Year" award?

Mr. Roy: It seems to me that you, as minister, should say: "We don't spend another nickel on this thing until we see where we are and until we see that we can take this to a successful conclusion or whatever." That's the decision that should be made.

Hon. Mr. Rhodes: Well of course, that is oversimplifying the situation. With a great deal of respect, how in the world can you determine that you can come to a successful conclusion without starting out and doing some initial examination of the whole programme?

Mr. Germa: You have already done that.

Hon. Mr. Rhodes: How can you tell me that you are going to climb to the top of Mount Everest if you don't start?

Mr. Roy: Here's what you are telling us: You are prepared to spend more millions and to use more people on this project without having a timetable, without telling us how much it is going to cost and without telling us it's going to work. Surely you should be able to do that before you carry on.

Hon. Mr. Rhodes: You accuse me and my colleagues of being tremendously political. Those last comments are as political as any of us can expect.

Mr. Roy: Well, they are simple. They are simple because you have been—

Mr. Lewis: What comments in this bloody committee aren't political? This is not a tea party.

Hon. Mr. Rhodes: At least you are honest.

Mr. Lewis: Well of course we are honest.

Hon. Mr. Rhodes: Well then tell these guys to get back on the right wavelength. Tell them to get political too.

Mr. Germa: Mr. Minister, in the original announcement the Premier said he was going to spend about \$700 million in Toronto in developing this proposal. All we are doing is asking, has the government changed its position from that? Apparently we cannot get the answer. Maybe I can get the answer by asking a reverse question. If you don't know what it's going to cost to breathe life into this system, how much is it going to cost for the funeral? Is the cost of the funeral more than trying to breathe life into it?

Hon. Mr. Rhodes: We have said to you that we intend to go ahead with the first phase, to review that whole programme. We think, from

the reports that we have that the technology is good. It can and will work—

Mr. Germa: It's on the shelf.

Hon. Mr. Rhodes: I go along with Mr. Lewis, who said that it might work in New York. Fine, if it works in New York, it can work in Los Angeles.

Mr. Lewis: And you won't get a penny for it. You have exclusive rights for Canada. You won't get a penny.

Hon. Mr. Rhodes: On the contrary, we will work out our arrangements there. That's a business deal.

Mr. Givens: Mr. Chairman, can we get back to the vote, please? I would like to ask a question on the section having to do with policy development. How many people are presently working in this department and how many people did you hire since—

Mr. Lewis: Can I just ask one question? You are going to another major area. In order to test this system or to assess it over the next 120 to 150 days, you will have to send a number of people to Munich. Have you decided how many people you are sending and when?

Mr. Foley: Yes.

Mr. Lewis: Can you give us those specifics.

Mr. Foley: I can only tell you where we are today, putting this programme together, as of a couple of hours ago. There have to be discussions with the subcontractors such as SEL and McDonnell Douglas, and the other people such as Spar as to whether they will continue on in the programmes they have, with the contracts they have and with the effort they have. If that's the case, the whole thing comes together and knits back together institutionally pretty neatly.

Mr. Lewis: Institutional knitting, okay, fine.

Mr. Foley: What we are attempting to do today is Monday five people will go to Munich to determine whether the existing people we have there now—

Mr. Lewis: That's what I want.

Mr. Foley: --plus 30 of the top engineers that were on the Krauss-Maffei programme can put together the data transition and the test programme, and it may work on that basis.

Mr. Lewis: You have ten people there now?

Mr. Foley: The ministry has.

Mr. Lewis: The ministry has 10 people there now?

Mr. Foley: Since August, 1973.

Mr. Lewis: And then you're going to send another five this Monday to work in concert with those people?

Mr. Foley: Those people will go over to attempt to organize that and to put that into a management structure that can take over the data and carry on the testing. They will not stay.

Mr. Lewis: Can you tell me who you are sending? You're going I take it.

Mr. Foley: No.

Mr. Lewis: You are not going?

Mr. Foley: No, Mr. Hodge will go.

Mr. Lewis: You are not going this Monday. That is most extraordinary. You certainly seem to have a fair grasp of the conceptual realities. Do you want to go?

Mr. Foley: To Munich?

Mr. Lewis: Would you like to go on Monday?

Mr. Foley: I always enjoy Munich, Mr. Lewis.

Mr. Lewis: I'm not asking you if you enjoy the beer halls. I'm asking you whether you would like to go on this trip. Do you mean that you, the head of the whole business, are not going to assess it? I just find that very interesting.

Mr. Foley: I can't understand why, because actually I have been having discussions with the various subcontractors at their management level and many of them are coming to Toronto to save me the trip.

Mr. Lewis: You are answering to this committee and to this Legislature for all these details and you're not going on the key assessment trip.

Mr. Foley: Mr. Lewis, I don't go and I don't do every detail in this programme. Mr. Hodge is our vice-president of research and he is totally competent to take his staff and to put together the test programme and the data transition programme. I'm quite confident he doesn't need me.

Mr. Givens: Mr. Foley, how many departmental trips would have taken place in the past

12 calendar months from here to Germany and back?

Mr. Foley: I have no idea.

Mr. Givens: Would there have been 100?

Mr. Foley: I don't think so.

Mr. Givens: Back and forth. There are 10 engineers. Did you move the engineers that live there?

Mr. Foley: Yes, some of them do.

Mr. Lewis: You are an economist, are you?

Mr. Foley: I have been known to be that, yes.

Mr. Lewis: You are an economist. Wouldn't you think this is largely more a matter of economics than technology at this point, and it might be useful?

Mr. Foley: Not at all. What is being done on Monday is that a design and testing programme is being put together, a data transition as to what data is crucial, the engineering documentation and so on. I don't think that requires my attention on Monday.

Mr. Lewis: Okay, Mr. Minister, I would like to go.

Hon. Mr. Rhodes: If there is a space, you can go.

Mr. Lewis: I would like you to think seriously about my helping to make an appraisal on Monday. I have some Social Democratic friends in the West German government. I don't know who they are yet, but I could find them on the weekend.

Hon. Mr. Rhodes: That being the case, I would suggest that perhaps you should go, because from what I found out when I was there last, they are in pretty bad trouble and they may need some of your expertise.

Mr. Lewis: You soft thinker! You know there is a German social philosopher named Kafka who had a most extraordinary fatalistic outlook about things like this.

Hon. Mr. Rhodes: There is another one before that. He had a very fatalistic attitude.

Mr. Givens: You asked a question about how many people were in this particular area.

Mr. Givens: Having regard for the fact that you will probably be diverting—in the short run and unquestionably in the long run, in my opinion—staff from what they have been doing

to something else you are going to be doing, I'd like to know how many people are presently working in this department of policy development and research. How many have you hired in the past year to account for an \$861,000 increase since last year?

Hon. Mr. Rhodes: There are 176 people working in that area.

Mr. Givens: Have you hired any since last year?

Hon. Mr. Rhodes: I am sorry, I don't know. Have we added staff in the last year?

Mr. Givens: Why has there been this increase of \$861,000?

Hon. Mr. Rhodes: My deputy—

Mr. H. F. Gilbert (Deputy Minister): The policy and development research vote not only includes those people working in the research we have been talking about, but also in our programme analysis office, economics office, communications division, engineering research and development branch, assistance research and development branch, and of course the transit demonstration system we are talking about.

Mr. Givens: Of these 176 people, how would you divide their functions between this department and OTDC? Where do you draw the line? Do they serve both?

Mr. Gilbert: The majority of people I mentioned—the programme analysis office, economics office and communications division—have no connection whatsoever with OTDC. In the engineering research and development branch some people are working on research connected with TDS, or the Transit Demonstration System. But this also includes research going on within the ministry, everything from the old highway research we have been doing for a number of years in pavement design and so forth, to the new technology that we are talking about.

Mr. Givens: Wouldn't there be a lot of duplication between policy and research and OTDC?

Mr. Gilbert: No. The OTDC is primarily involved in development of research such as we have been talking about. But the actual research has been done within the ministry. We have worked with them on this project, but certainly by far the major part of our research activities are other responsibilities.

Mr. Givens: Of the 176 people you've had working in this branch, how many in the past,

up to yesterday, have been devoting their time to GO-Urban, and how many to modes other than GO-Urban, like LRT?

Mr. Gilbert: I would like to direct that question to our division head, Mr. Campbell.

Mr. I. C. Campbell (Executive Director, Research and Development Division): In the transit branch, there are at present 39 engineers and technicians, and in the systems safety branch—

Mr. Givens: Excuse me. Transit, they were working on GO-Urban?

Mr. I. C. Campbell: That's right. Mostly working on the TDS rather than GO-Urban.

Mr. Givens: And now are you going to shift them some place else or are you going to keep them there for the time being, pending this first phase? Or is that a decision for them to make?

Mr. I. C. Campbell: Of those, there are about 10 people of the 39 in Munich at present.

Mr. Givens: Go ahead.

Mr. I. C. Campbell: There are 30 in systems safety and another 34 in engineering research.

Mr. Givens: Engineering research as well. All kinds?

Mr. I. C. Campbell: This involves such things as structural bridges, pavements, materials; mostly highway-oriented.

Mr. Givens: That's 103. What about the balance?

Mr. I. C. Campbell: This is just my branch. The total includes research as well as other—

Mr. Gilbert: The programme analysis office is 15; the economics office is 27; and the communications division 41. That's the other part of our ministry. This vote includes all these activities.

Mr. Givens: How many of these people would have been devoting their time to LRT?

Mr. I. C. Campbell: Let's say eight or nine of the 39 would be devoted to LRT. You might say they would be dedicated to that project.

Hon. Mr. Rhodes: Recognizing, Mr. Givens, that a substantial number of people in the OTDC are also working on LRT.

Mr. Gilbert: This is just within the ministry.

Hon. Mr. Rhodes: We are talking ministry only here.

Mr. Germa: What liaison is there between these two groups?

Mr. Givens: That is what I am trying to determine.

Hon. Mr. Rhodes: A very close liaison.

Mr. Germa: Are they the same people; I mean the same programmes?

Hon. Mr. Rhodes: An exchange of ideas, an exchange of information, an exchange of technology.

Mr. Givens: Well how does the work differ in what the people do in policy and research and what the OTDC does?

Mr. Gilbert: On this particular project, Mr. Givens, we have gone together on a joint project. Certainly all along, and particularly now, they have been answering to the one person seconded to that particular project. You can understand that we had people working within the ministry on transit research, prior to the implementation of the OTDC. As you recall, OTDC arose when we got into the transit demonstration system. Some of the ministry people went over to OTDC, but the others continued to work on the project although they continued to be part of the ministry staff.

Mr. Givens: Mr. Minister, what I am trying to do—supposing after your first phase, what we were talking about before, your 120—

Hon. Mr. Rhodes: The 120-day cycle.

Mr. Givens: Say you decided to end it all; or even if you don't—I mean we are all agreed you are going to have to do something else besides intermediate rapid transit.

Hon. Mr. Rhodes: Some other form of intermediate capacity.

Mr. Givens: What do you intend to do, policy-wise, with respect to LRT or some form of LRT? Do you intend to step up your programme? Because you have only shown an interest in this since the Scarborough study was done, since the Scarborough public meetings took place with respect to the Scarborough expressway. Before that there was very little consideration given with respect to LRT. Do you intend to escalate your interest in this particular subject or what?

Hon. Mr. Rhodes: I think what I can say is this: In the OTDC, for example, there has been

a continuing programme on LRT. Perhaps you would let Mr. Foley expand on just exactly what is being done in his area of responsibility. In Mr. Campbell's area, these eight people have been working continually on LRT developments and improvement.

I have said all along—and I am being totally straightforward and frank with you—that we have always continued to recognize the importance of light rail transit. There has never been any question that that had to be developed at the same time, because there are many areas in this province that need it.

You always accuse me of being down on Metro, and I don't think that is fair. I may sound that way to you; I don't mean to. But we know that here in Metro—and you know better than I there are many areas where people really wouldn't accept running an LRT type of facility through their neighbourhoods. But we know there are other areas that could be served, and well served, so we will just continue that programme.

Mr. Givens: But your budgetary expenditure on LRT, for its development, is almost a fragment of what you have been spending on your GO-Urban up to now.

Hon. Mr. Rhodes: Well, we can't switch from one to the other.

Mr. Givens: Well, how would you compare them?

Mr. Foley: Mr. Givens, if I might. First of all the answer to the earlier question: We will be hard-pressed to accelerate what we are doing in LRT now. We have a commitment to deliver those first 20 vehicles to Toronto for street application in 1977. That design and that car design will incorporate virtually everything that will be required in that kind of a vehicle for exclusive rights of way use.

Now our investment costs on that vehicle development—and they are not totalled at this point—are running somewhere around \$6 million dollars; and we are committed to that. That is for the production of the design and the initial test phase. We will probably be going into cash requirements, which will be raised on a commercial, independent basis. I think our full cash outlay will probably be some \$30 million for the financing of 200 cars. You can appreciate that is about a \$50 million to \$60 million investment in those cars.

Of course that has a lot of cash flow implications; but there will be about \$6 million invested in front-end design work on that.

We have asked the ministry, and have had co-operation from them, in assisting us in

programmes, such as making steel wheels quiet, looking at it in terms of vibration transmissions and so on.

There is a very close liaison between the kinds of programmes that we are undertaking in the development of hardware and the research that is going on into the application of that hardware.

Certainly, Metro Toronto at this point in time can select an LRT system and the vehicles will be available for operating it. The automatic train control is what we have always considered second-level evolution in an LRT programme.

The amount of work that's been done on the GO-Urban programme has a lot of cross-pollination into the LRT programme. The command-and-control system in many ways is not dependent upon what kind of a suspension system you have. We think there's a tremendous amount of value in the work that's been done on both these programmes. I don't think it's accurate to suggest that we haven't spent a substantial sum of money, or that we aren't spending a substantial sum of money, on putting together that LRT programme. I think you are aware we are committed to the delivery of those 200 vehicles.

Mr. Givens: What have you done with your dial-a-buses? Have you sold any?

Mr. Foley: I don't own any dial-a-buses, the ministry owns some. I don't know what the situation is there.

Mr. Gilbert: They are with GO-Transit, as you know, and we are looking at working with the regional municipalities to see areas where they would like to make use of them. You realize that the York Mills demonstration system is still going. I might say, Mr. Givens, we are very encouraged by the results in York Mills.

Mr. Givens: They are all being used?

Mr. Gilbert: No, not in York Mills. We're using some in York Mills and the others have been given to the transit operating authority. They are working with the regional municipalities to determine possible uses within the regional municipalities.

Mr. Givens: You've given up the idea of disposing of them by sale? Some mention was made by the minister in the Legislature some time ago that you were thinking of disposing of them by sale.

Hon. Mr. Rhodes: No. The question asked of me was if we were going to sell them. I think

my response at that time was that we had had inquiries wanting to buy them. I think Cambridge was one. There were inquiries about wanting to purchase right after we announced their discontinuance in service in the Armour Heights and Don Mills area.

Mr. Givens: You haven't sold any and you haven't had any revenue from sales?

Hon. Mr. Rhodes: We haven't. I don't know about OTDC.

Mr. Givens: In the past, Mr. Minister, have you used any public relations firm with respect to the GO-Urban business?

Hon. Mr. Rhodes: There was a public relations firm. I had a question asked of me in the Legislature on this and I responded to it. I don't recall the firm, but there was a firm that did some PR work. Perhaps Mr. Foley may recall.

Mr. Foley: It was with respect to light rail.

Mr. Givens: Was there no public relations firm with respect to GO-Urban at the meetings which you had at the beginning, the ones at the Science Centre?

Hon. Mr. Rhodes: Oh, I don't remember.

Mr. Foley: I don't know. In 1972?

Mr. Givens: At the outset, when the announcement was first made; and then subsequently when you had all those contracting firms coming down.

Mr. Foley: To my knowledge, there was no public relations firm involved in that presentation at the Science Centre, the industrial conference. That was all done with our own staff. We had a public relations firm that was engaged in the light rail programme, that we used both in Edmonton and Vancouver, prior to our bid on Edmonton.

Mr. Givens: What was the name of the firm?

Mr. Foley: I can get you that information. I can't remember it. It's something Public Relations. I will get that information.

Mr. P. J. Yakabuski (Renfrew South): A good one.

Mr. Givens: I would like to know the name of the firm and what the retainer fee was.

In this department with all these engineers, I'm very interested to know how high they come. How many persons would there be in this department who earn upwards of \$20,000 a year?

Mr. Gilbert: We have to understand that this vote doesn't include every one of the engineers in research. A programme analysis office wouldn't have any engineers. An economics office would have an economist. The communications division might have a couple of engineers. As far as the engineering research and development branch goes, maybe Mr. Campbell could tell you how many engineers are in those two branches.

Mr. I. C. Campbell: Two branches?

Mr. Gilbert: Yes, in the engineering research and development branch and the systems research and development branch.

Mr. I. C. Campbell: I don't know the details, but generally there would be about two-thirds engineers to one-third technicians. At present there are about 60.

Mr. Givens: I would like to know the number of engineers.

Hon. Mr. Rhodes: If I can interrupt for a moment, this information might be of interest to Mr. Germa, because it happens to be about the particular branch of the ministry you were talking about. For his information, the TRTC have finally made a decision on cable television in Sudbury. The successful applicant is Sudbury Cable Services Ltd. I can let you have this if you want to have a look.

Mr. Givens: I would like to know the number of engineers who earn over \$20,000, how many earn over \$30,000 and how many earn over \$40,000 a year.

Mr. Foley: We will have to get that for you, Mr. Givens.

Mr. Givens: I would like to know that for OTDC as well.

Mr. Foley: I can't supply that to you, you will have to make application for that.

Mr. Givens: Who speaks for personnel for OTDC?

Mr. Foley: I would assume the corporation itself.

Mr. Gilbert: I am afraid that is Mr. Rowzee, the chairman of the board.

Hon. Mr. Rhodes: I don't have any capability in this area.

Mr. Gilbert: The ministry can supply the ministry engineers but as far as OTDC is concerned, the ministry can't even comment on that, Mr. Givens.

Mr. Givens: Can I ask Mr. Foley if he can communicate my request to Mr. Rowzee to supply the figures for OTDC?

Mr. Foley: I will do that.

Mr. Chairman: Mr. Stokes?

Mr. Stokes: Yes. I am told that the communications systems come under item 8. Will we have our yearly bout?

Hon. Mr. Rhodes: Excuse me, Mr. Chairman. There are some people on my staff, who, if possible, would like to go back to their work. We are an hour away from the supper break. Are there any more questions for the people from OTDC and the other research area? If so, with Mr. Stokes' agreement, we could carry on and perhaps finish that portion.

Mr. Germa: I would like to ask a few more questions, Mr. Chairman. In the past couple of years, many statements have been made by the minister and by the Premier about what is really going to be done for urban transit. If I go through all of these press releases, there are 100 different proposals that were mentioned such as better utilization of our highways; funding of a study into staggered work hours; experimenting with the battery-operated car; an experiment with telecabs; dial-a-buses; a special system for smelter workers in Sudbury. There was a whole ball of wax. As far as I can see, nothing has come out of this. Everything has crumpled. I haven't seen any study being done to get better utilization of the highways. I have had no reports on a battery-operated automobile. Can you give me an overall picture of what we are doing in research and development to substantiate these statements which have been made by the Premier?

Hon. Mr. Rhodes: You mentioned, for example, the transcab, or the telecab. That system is working, right now, on an experimental basis in Peterborough. It is working extremely well. It is so effective our experiment is rapidly coming to a close. We funded it 100 per cent as an experiment. The city of Peterborough will be taking it over and will be expanding that service. It has worked very well in Peterborough.

Mr. Germa: Could you say how many dollars you spent on this telecab?

Hon. Mr. Rhodes: On the telecab? I don't have that figure here. Someone could certainly get, very quickly, what it cost us in subsidy.

Mr. Germa: Does it look like it's going to be a viable operation?

Hon. Mr. Rhodes: Yes. We found it a very viable operation. From the reports I got on it—the cost-per-passenger—it was a very worthwhile operation. My understanding is that the city of Peterborough would like to continue to operate this service because it is much more economical than attempting to extend the regular bus routes with the regular buses. It's working very well. We can get you the costs and the figures on it.

On the question of dial-a-buses, we attempted in Metropolitan Toronto to try that service and it just didn't work. Certainly in the Armour Heights and Downsview areas it was a disaster. People just wouldn't ride it, so we cancelled it.

In the York Mills area we have decided to continue the experiment for a while because we received information from people in the area, suggesting that if we did certain things they would have been using it. Our experience with dial-a-bus was that there was something we weren't doing right. People were getting on the bus but they weren't coming back. They used it and that was the end of it. So we have had to try to find out what was causing the problems. In the York Mills area we've got some input.

We are now attempting to meet the requests of those people, such as transfers from dial-a-bus to the TTC system without having to pay an extra charge—this sort of thing. The charts I've seen show a tremendous increase in ridership. I'm not overly enthused at that sometimes, because if you go from nothing to 10 it looks like a tremendous increase. But it does show that people are starting to use the service.

Dial-a-bus has been successful in other communities: In Bramalea and in Pickering, the service is working very well. In Pickering they have taken it over and operate it themselves now. I think Bramalea has it.

Mr. Ruston: You actually dial this bus from your home?

Hon. Mr. Rhodes: Under the dial-a-bus system, yes. You call and ask them to pick you up at a specific time.

Mr. Ruston: What do you figure it is costing per passenger to take this person to a central depot?

Hon. Mr. Rhodes: We can give you the figures on the experiments we ran in Metro. That's why we quit them. It was costing us too much. But in Pickering and similar areas, it's working. They may be running these on a fixed route basis. Mr. Bidell perhaps could give us some information.

Mr. W. Bidell (Assistant Deputy Minister, Planning and Design): The costs of the dial-a-bus experiment in Metropolitan Toronto, where some of these services were costing from \$2 to \$2.50 per trip, led to the discontinuance of that part of dial-a-bus, with the exception of the section in York Mills which the minister mentioned. We wanted to try various applications of fare strategies. Also, guaranteed pickup time was reduced from 20 minutes to 10 minutes. These are some factors leading towards increased usage. But costs in the part of the Metro experiment that was discontinued were ranging from \$2 to \$2.50 per passenger.

Mr. Ruston: Taking them from their home to the subway station?

Mr. Bidell: In the case of Armourdale, yes. Downsview was a different form of experiment; a dial-a-bus system to a fixed route. A person in one part of Downsview would be taken to the Wilson bus, not directly to the subway.

Mr. Ruston: What one do you still have operating? Do you know what it is costing you per passenger now?

Mr. Bidell: At present, with the increase in passengers? Or at the time we made the changes in operational style? Do you mean at this moment?

Mr. Ruston: Yes, with the increased passengers.

Mr. Bidell: We are not yet aware of this, because the information would have to come from the TTC, who are the people operating this service for us. The figures as to what the deficit per passenger is at the present time, with the increase in passengers, will be available shortly.

Mr. Young: May I ask, Mr. Chairman, if any consideration is being given to the present suggestion in the Downsview area of a loop bus which would cross Finch twice and Jane twice in the Jane-Finch area? I think there have been representations along that line.

Mr. Bidell: No, there are no considerations at this time along that line.

Mr. Young: No considerations at all? In other words, that application has been turned down cold.

Mr. Bidell: Yes.

Mr. Stokes: Take it up with Mallette.

Mr. Germa: Could I ask about the Sudbury smelter bus experiment? Whatever became of that?

Hon. Mr. Rhodes: I don't know. Mr. Bidell? I know we had some problems getting people to use that system at one time.

Mr. Bidell: Yes, with respect to the dial-a-bus aspect of the Sudbury demonstration project, the negotiations are now going on in Sudbury. I don't know if you know, Mr. Germa, but there is a steering committee reviewing this matter and on the steering committee are representatives from Sudbury transit, from Inco, from the union and from our own ministry. They are reviewing the effectiveness of this service.

Mr. Germa: I gather that up to now it hasn't been too successful, is that correct?

Mr. Bidell: This is correct, and this is what they are reviewing at the present time.

Mr. Gilbert: I might add, Mr. Germa, that in any of these demonstrations we consistently review them to see if we should be making changes, as the minister said a few minutes ago in reference to York Mills. We consistently look at them to see if we can change them in any way to improve the ridership. That's really what we've been doing in Sudbury. We've been looking at it with the people up there to see what changes can be made.

Mr. Young: Do you believe that in the metropolitan areas people will not pay the extra cost of the dial-a-bus service?

Hon. Mr. Rhodes: We have found—

Mr. Young: They've been doing it in Bay Ridges.

Hon. Mr. Rhodes: I think we've found that our ridership increased, certainly in the York Mills area, when we made the change. Several changes were made.

They are prepared to pay, say, the premium fare, to have the dial-a-bus service take them to the regular TTC service, be it streetcar or subway. From my point of view, they weren't prepared to pay an extra fare to get onto the subway, or something else. I think they are prepared to pay a single fare, although it is a premium fare above the 25 cent level, and it's showing in the increase.

Mr. Young: It is a case of one ticket taking them the whole distance.

Hon. Mr. Rhodes: That's right.

Mr. Young: Psychologically that's a better thing.

Hon. Mr. Rhodes: Right, they were prepared to pay. I just want to comment though on part of what Mr. Germa said. Regarding the Sudbury situation and dial-a-bus here in Metro, we are the first to admit that they are not going the way we would like them to go. We'd like them to pay for themselves. We don't know what the alternative would be, other than to simply discontinue the whole thing.

When we discontinued the service in Downsview and in Armour Heights we received a great deal of criticism from people who said, "Why did you stop it? You should have kept it going." We couldn't, because it was costing us a heck of a lot of money. But we don't know what the alternative is. If you start to put regular fixed-route buses into some of these areas your costs are going to be pretty phenomenal as well, especially when you look at what the ridership is.

The other part we ran into, quite frankly, is that there are certain areas where people don't want a large bus running on their streets. You start wanting to put in a big 45- or 60-passenger bus through there and they get very upset.

So we are trying to experiment, and they are experiments, to see if we can offer some sort of transit service that people will use, that will serve their needs and yet will not interfere too much within their neighbourhood or take away from what they feel are the amenities of the neighbourhood, not having a huge, diesel bus going up and down their street. It's a very difficult problem to overcome and we are experimenting.

Mr. Germa: The Sudbury situation is still functioning though, isn't it? Even while you are negotiating.

Hon. Mr. Rhodes: Yes. We hope the thing will change and that we can come up with some answers, by talking with the other people who are involved, the union, the municipality itself, to give us some ideas of what we can do to try to make it improve and to continue with it.

Mr. Germa: Can you comment on any of these other promises, such as the better utilization of our highways?

Hon. Mr. Rhodes: I don't know how you can better utilize them other than get people using those highways that are now there. I've had criticism that they're being over-utilized—I don't know.

Mr. Germa: Mr. Chairman, I raised the other day this dual-mode system which Milwaukee is experimenting with. The whole concept of this is to use the present structure of highway facilities that we have by enrichment with various electronic gear or what have you. What kind of research are we doing in this field to better utilize those things which we already have in place rather than go to a whole new system?

Hon. Mr. Rhodes: After you had mentioned that dual mode, Mr. Germa, a week ago today—and I, quite frankly, was not aware of this—I made some inquiries into it. My understanding of it—and I haven't seen a report—is that it's a regular vehicle, a regular bus or something.

The driver sits in the thing. He doesn't operate it, because it's like moving meat down the track in a refrigerator car. They hook onto it and drag it down so far and then they can drive off with the driver still sitting there.

I have not looked at this in detail, but you gave me the impression, when I was talking to you, that you could use it on a regular street with regular traffic.

Mr. Germa: Either on an exclusive right-of-way or else on an exclusive lane by enriching the present highway, or something like that.

Hon. Mr. Rhodes: Of course, you can run regular express buses the same way. It's being done here in Toronto, and it's being done in a number of cities where they have exclusive bus lanes. That is being done now. The dual mode sort of thing is not being done, I will agree.

Mr. Germa: I understand that you did have an observer at the first international dual-mode congress in May in Washington.

Hon. Mr. Rhodes: Yes, I was invited to that.

Mr. Germa: One of your ministry presumably went.

Hon. Mr. Rhodes: I think Mr. Hodge is aware of this dual mode.

Mr. Germa: Was Mr. Hodge at the congress, Mr. Minister?

Mr. J. D. Hodge (Vice President, Research and Development, OTDC): No, I wasn't at that, but I have been involved in some of the studies that were taking place in the United States. There are a number of studies going on in the United States right now to examine feasibility of the dual-mode system. The express purpose is to increase the capacity of a lane of traffic. The question is: How much do

you have to pay in order to increase the capacity—by means of automation, usually? The studies that I participated in showed that it's really a fairly expensive way of increasing the capacity of a lane of highway, but they are continuing with the studies down there. One of the studies is taking place in Milwaukee.

Mr. Germa: I would presume that our research department would be monitoring any studies.

Hon. Mr. Rhodes: Yes, Mr. Campbell had one of his staff attend that very conference you are talking about. Do you want to comment?

Mr. I. C. Campbell: Yes, we are watching all the different developments in transit that are going on in Europe as well as in the States. The dual mode can be various things. It can be a simple bus which, in the case of city driving, picks up people at street corners and so forth, and then it can go on to an exclusive right of way, at which time it becomes an express bus. That is the simplest dual mode you can expect. Then, again, you can have usually small vehicles which are driven around the streets and which can come into an exclusive guideway which is automated. But General Motors' dual-mode project is experimenting with small vehicles.

Really, what we are concerned with is that the capacity is not that high. The maximum they can get is about 4,000 to 8,000 people per hour per direction, which is not very high. Also the stations, because of the complexities of getting these buses onto guideways, are enormous. So there are tremendous disadvantages with it. We don't think it's worth too much more attention. We're just monitoring what's going on.

Mr. Germa: I got the same impression. It was a pretty complex system. You have all these black boxes on the buses or trucks or whatever you're trying to control, and I can see we're into a great technological problem again.

Mr. I. C. Campbell: They're very complex, yes.

Mr. Germa: Could I ask a couple more questions? Under the services allotment here, \$1,809,000; that is up 85 per cent from last year. Could we ask what brought this increase? It is up from \$977,000.

Mr. Gilbert: Remember, this covers the communications division as well as the other forms of research. One of the main things to remember is that we have just moved into the

communications part of our ministry in the last year or so.

Mr. Germa: Is this the developments in northern Ontario?

Mr. Gilbert: Some of the services would be included in that. Metrication costs are also included as part of our research vote. We have been working with the federal government and the other provinces on a schedule to develop metrication. One of the increases, in fact one of the major increases, is in that particular area.

Mr. Germa: Why is metrication going to be so expensive? Is it going to be a continuing cost each year until we come to the point where we have arrived?

Mr. Gilbert: It certainly is a cost, Mr. Germa. We have to change over completely to the metric system and it has to be done on a stage basis. When you consider everything from our construction drawings to our map plans, it is costly.

Mr. Germa: Is that what you are talking about?

Mr. Gilbert: That's right. This all has to be staged in over a period of time.

Mr. Germa: The next item, Mr. Chairman, refers to supplies and equipment. We see a phenomenal increase of 963 per cent from \$36,000 to \$383,000.

Hon. Mr. Rhodes: Some of this would have been involved in the intermediate capacity system—the TDS demonstrations. That, of course, has been substantially reduced.

Mr. Gilbert: Adding to what the minister has said, the testing that has been going on and the use of computers as part of the overall programme is included. These costs, as the minister said, are part of the TDS.

Mr. Germa: Related to TDS development or computer time?

Mr. Gilbert: Some computer time would be in there.

Mr. Germa: This TDS project seems to be permeating various parts of the budget.

Mr. Gilbert: This is the vote we are talking about, Mr. Germa.

Mr. Germa: Are we ever going to bring all these costs together?

Mr. Gilbert: That is what we have done.

Hon. Mr. Rhodes: We have done that already. That is how we determined how our costs were to recover.

Mr. Germa: Every place we go we seem to bump into some TDS costs.

Hon. Mr. Rhodes: You will in this vote because this is the vote where it is.

Mr. Germa: I hope some day we will get it all together.

Hon. Mr. Rhodes: We have put it together. You are talking about this vote. Last Thursday, Mr. Ruston and yourself, agreed we would hold it over. We did so. This is the vote where we are now talking about it. This is where you get all of the costs so far as the TDS is concerned.

Mr. Givens: Except those belonging to OTDC.

Hon. Mr. Rhodes: That is not correct.

Mr. Foley: That costs that OTDC has spent on that were charged back to the ministry and appear in this vote.

Mr. Gilbert: We have covered it in this particular vote as the Transit Demonstration System and identified it as such.

Hon. Mr. Rhodes: You would like to see where we lost some money but we didn't.

Mr. Germa: Maybe I could ask a ball park question. How much money did the Province of Ontario transfer to OTDC this year? I mean, how does OTDC function?

Mr. Givens: You want to know about the OTDC budget?

Mr. Germa: I don't know how to ask the question, but I know there must be public funding into it.

Mr. Givens: You haven't earned a nickel yet.

Mr. Stokes: Who is paying?

Mr. Germa: Who is paying Mr. Foley? Let's put it that way.

Hon. Mr. Rhodes: Mr. Foley is paid by the corporation.

Mr. Germa: Where does the corporation get its funding? The \$20 million and the engineer from McDonnell-Douglas is not going to pay it.

Mr. Givens: What is the budget of OTDC?

Hon. Mr. Rhodes: I don't know.

Mr. Germa: Then how is it funded?

Hon. Mr. Rhodes: We told you that earlier.

Mr. Germa: Is it funded by the Province of Ontario?

Hon. Mr. Rhodes: We told you that earlier, how it was funded, they fund it themselves.

Mr. Foley: The budget of the corporation is exactly that; it is a budget that is produced and managed in the corporation. The Province of Ontario subscribed to shares of the corporation a year and a half ago, and there are no funds being given to the corporation this year to carry out the investment in the light-rail programme, which I indicated was some \$6 million. We are doing that on the basis of equity funding and debt funding, that will be financed on the basis of orders and designs.

Mr. Givens: What was your total budget for the year? For the 1974 calendar year. You can make such intricate explanations of so many things and stumble on that question? Really, Mr. Foley.

Hon. Mr. Rhodes: Well, Mr. Chairman, this is not in this vote. I have told Mr. Givens if he wishes the information that he should contact the OTDC directly because it is not in my ministry's budget.

Mr. Givens: But he is here—he is sitting here. Surely we are entitled to the information.

Hon. Mr. Rhodes: I would like to deal with my estimates, Mr. Givens, and with those things which relate to my ministry. This is the ministry estimates, not OTDC.

Mr. Germa: Well, Mr. Chairman, I think my question falls within those parameters. What is the amount of dollars in equity investment the Province of Ontario have with the OTDC?

Hon. Mr. Rhodes: This year, none.

Mr. Germa: Well, what was the original investment?

Mr. Foley: We didn't have any from our ministry.

Hon. Mr. Rhodes: From this ministry, I don't think there was any investment at all.

Mr. Givens: How much money did the OTDC spend this year?

Hon. Mr. Rhodes: I don't know. I've told you before, this is not the place to ask the questions. Please deal with the ministry's estimates.

Mr. Ruston: Must be the Premier's estimates then.

Hon. Mr. Rhodes: An excellent idea—try his.

Mr. Ruston: That's a last resort—we don't get very far sometimes. He's got to be responsible if nobody else is.

Mr. Germa: I would like to know before we go too far—I mean, who does the OTDC answer to? If the Province of Ontario is the major shareholder, and I presume the Province of Ontario is, then I think they have to respond to the questions from the Legislature, through the minister.

Mr. Foley: The Ontario Transportation Development Corp. is a corporation incorporated by Act of the Legislature and we make annual reports to the minister, and that must happen 18 months after our first date of incorporation. And that annual report will be submitted.

Mr. Laughren: To this minister?

Mr. Foley: Yes.

Mr. Givens: He speaks for OTDC?

Hon. Mr. Rhodes: I table the report for them.

Mr. Germa: Are you not doing more than tabling the report? Are you not answerable to the Legislature? I'd like to know the status of this corporation.

Mr. Stokes: Like Ontario Hydro, isn't it?

Mr. Germa: I mean—

Mr. Givens: Would you ask Mr. Foley how much money the OTDC spent in 1974 so far?

Hon. Mr. Rhodes: I am not asking him.

Mr. Givens: You are not talking to each other?

Hon. Mr. Rhodes: Only with those matters which relate to my ministry.

Mr. Givens: Would you mind asking him on a voluntary basis?

Hon. Mr. Rhodes: At 6 o'clock, after we break out of my estimates, I'll ask him as a personal question.

Mr. Young: How did the vote arise—the first vote to set up the corporation? Where did that money come from? Consolidated revenues of the province?

Mr. Foley: That was an Act of the Legislature.

Mr. Young: A provincial Act?

Mr. Foley: Yes.

Mr. Young: But it must have come out of the Treasury of the province at that point then?

Mr. Foley: I imagine so.

Mr. Young: It had to, there's no other place.

Mr. Foley: That's right.

Mr. Young: And the amount at that time was \$6 million. Is that correct?

Mr. Foley: That's right.

Mr. Young: And then the corporation has been operating on that \$6 million plus interest since that time?

Mr. Foley: Yes, and the sales of the bus and so on.

Mr. Young: Sale of the bus?

Mr. Foley: We have produced dial-a-bus. I think about 150 have been sold from which we earn revenues and royalties.

Mr. Young: You paid for them in the first place?

Mr. Foley: Not until we get a customer.

Mr. F. Laughren (Nickel Belt): Who pays for them?

Mr. Young: Who bought them in the first place?

Mr. Foley: About 30 municipalities in the province and a couple of municipalities in the United States.

Mr. Laughren: Subsidized by the ministry?

Mr. Foley: No, not a nickel.

Mr. Laughren: Is it under your subsidy programme?

Hon. Mr. Rhodes: I don't subsidize Miami or Tampa.

Mr. Laughren: Oh, I thought you meant Ontario. I wouldn't put that past you either.

Hon. Mr. Rhodes: You won't get anything past me.

Mr. Young: When those buses were sold was it an additional income to the corporation?

Mr. Foley: Yes. Outside of the initial equity subscription, we have not received any funds from the Ontario government. We operate on a total commercial basis.

Mr. Young: How did the ownership of the buses get into your hands?

Mr. Foley: We designed the vehicle, put it into a production operation, and licensed two companies to manufacture it, who in turn, pay us royalties.

Mr. Young: Where are they being manufactured?

Mr. Foley: Kitchener and Guelph.

Mr. Young: You sell the rights or whatever, and get the royalties? That accounts for part of your income?

Mr. Foley: Right.

Mr. Young: When your \$6 million is spent, do you come back to the province for a further grant?

Mr. Givens: Will the OTDC pay a dividend this year?

Hon. Mr. Rhodes: I would suggest you attend the annual meeting of OTDC after you get the annual report.

Mr. Givens: I am not a shareholder.

Hon. Mr. Rhodes: Well you can attend the annual meeting as a spectator, you are a nice lad. I just hope they don't throw you out. There aren't many fellows here who will say you are a nice lad, but I will.

Mr. Givens: There has to be a better way to report to the Legislature for this organization.

Hon. Mr. Rhodes: Can we get back to the vote, Mr. Chairman?

Mr. Chairman: Mr. Stokes?

Mr. Stokes: Thank you. On vote 2101, item 8, Mr. Rathbun. You have gone from an estimated expenditure of \$2.7 million in 1972-1973 to an estimate of \$10.4 million in 1973-1974. You are asking for \$21 million this year.

Mr. Chairman: That's been reduced.

Hon. Mr. Rhodes: You are referring to the total figure?

Mr. Stokes: Yes.

Hon. Mr. Rhodes: You have \$21 million; I have reduced that figure by \$8 million.

Mr. Stokes: As of yesterday?

Hon. Mr. Rhodes: It had been reduced when I walked in here today.

Mr. Stokes: Less \$8.5 million?

Hon. Mr. Rhodes: I think we reduced it by \$8.25 million altogether.

Mr. Stokes: How much of that will likely be spent on an improvement in all forms of telecommunications in the far north?

Hon. Mr. Rhodes: In this year? Mr. Rathbun, do you have any figures for this year?

Mr. W. A. Rathbun (Executive Director, Communications Branch): There will be between \$500,000 and \$600,000 associated directly with the Winisk satellite station.

Mr. Stokes: Is that through ONTC?

Mr. Rathbun: Through ONTC, but funded by our ministry.

Mr. Stokes: Before I get into what I really want to say about telecommunications systems in the north, I want to keep things in their proper perspective. I have written the minister a letter within the last day or two. I don't know if it is on his desk yet, but I want to impress upon him how urgent it is that we have an improvement in communications in the north.

I got a letter yesterday or the day before from a firm acting as consultants to Union Minière, a Belgian mining company operating out of Pickle Lake. The only telephone services into or out of Pickle Lake, which includes Central Patricia, Osaburg, all of the mining operations and all of the contractors and consultants are provided by four telephone circuits from there to Dryden. If you were to call a friend in Pickle Lake tonight, you would have to get through Dryden. The operator would ring the number from Dryden.

This is completely unacceptable. I have already sent you a copy of a letter explaining how urgent this matter is. I am told that Bell Canada has the vehicle in place now. It's a microwave system operated as a branch from their main line, paralleling Highway 599 from Ignace north through Savant Lake, up through Pickle Lake and well beyond that. In conversations with them, I'm told that vehicle has a capacity to supply much-improved, much-expanded telephone services. They will have the hardware and the capability for radio and for television.

I said: "What are you waiting for?" It was my understanding in conversations with Mr. Rathbun that this ministry, through ONTC, was to look after an improvement in telecommunications along the west side of James Bay and Hudson Bay, and it was Bell who had accepted a concurrent responsibility to look after the inland communities.

This hasn't happened and, in conversation with somebody high up in Bell they said: "We're waiting for a customer." What has happened to that commitment? Was this just a gentleman's agreement, or did they re-think their situation and decide that maybe the cost was just a little bit too expensive? Are they reneging on that agreement? Was it a form agreement, or what?

Hon. Mr. Rhodes: I can tell you that I have received a letter within the last two or three days that completes the commitment as far as Bell is concerned in the programme that we're talking about now, which is the combined programme of the Ontario government and Bell Canada. It was announced at the NORACT conference which was held here in Toronto in—

Mr. Rathbun: March, was it?

Hon. Mr. Rhodes: March, I believe.

Mr. Stokes: Is that strictly for telephone?

Hon. Mr. Rhodes: Yes, initially basic telephone communications for those communities that do not have service. It is now to be a combined microwave and satellite operation. I'll let Mr. Rathbun go into the technical details on it for you.

Mr. Rathbun: I think there were two parts to your comments, Mr. Stokes. One was the extension of the microwave system to Pickle Lake. I'm not current on its exact construction status, but Bell has been pushing very hard. They have been hampered by the availability of steel to the point that they have done what is almost unheard of in the construction business; they've taken down an old microwave system in Quebec to salvage the steel to get that length to Pickle Lake to meet the requirements there. We consider, as you do, that that is terribly unsatisfactory service to the community of Pickle Lake. We've had a number of discussions with Bell about that. They're pushing it as hard as they can to get it completed.

The second part is the remote area project. Since we talked in the last estimates, the programme was thoroughly announced at the NORACT conference by the minister, Bell Canada and Ontario Northland. There's been a complete engineering review in the intervening months and, as the minister mentioned, there has been an additional exchange of correspondence to proceed with what we consider to be a much improved system than that which was initially proposed.

Initially, we talked of a totally microwave system to link up virtually all of the communities in the remote areas. It will now be a mix-

ture of microwave and the use of the Anik satellite which will allow us to complete the project perhaps sooner, for most of the communities, than the original project. It should be completed by the end of 1977.

Every community within the remote areas of northern Ontario will be provided with basic, reliable, 24 hours a day, 365 days a year, basic communication services. That is, telephone communications between the communities, between the outside world and the communities inside; and basic business communications—Teletype services, for example—and weather services for aircraft flying in and out.

It does not include the provision of television or radio broadcast. It has the capacity to add those on when decisions are made to do so. I think you are aware that the CBC has a plan for accelerated coverage which includes some of those communities. They have discussed other programmes called the northern broadcast—

Mr. Stokes: That's for communities of over 500 population.

Mr. Rathbun: Yes, for those under 500 there's a northern broadcast plan that is floating around the federal cabinet; and it's related to the native people. There is also the native broadcasting out of Big Trout Lake. We have been meeting with Treaty No. 9 and discussing what their requirements are. Apparently a good deal of it has yet to be enunciated by Treaty No. 9 as to whether they want television now, or whether they would like radio broadcast for several years before television is brought in. They're looking at the impact on their own society and their own community. I think they are the people who should tell us first what they want.

Mr. Stokes: All right. This commitment to give that high level of reliable service to all of the 28 communities we are talking about, will depend on Anik II, which is already up there and in place?

Mr. Rathbun: It will utilize the facilities of the Anik satellite system, yes.

Mr. Stokes: What's the life expectancy of that?

Mr. Rathbun: I don't particularly want to give a commercial for Telstat Canada, but they have had outstanding success with the satellite.

Initially, experience with communication satellites had indicated they should fly for about three to five years before they run out of fuel, before they wobble out of their location

over the equator. Anik has proved to be a very stable bird. It is now expected to have a life of about 10 years per bird. They have two up, with one as a backup, and I see in the paper they are going to fly the third into a parking orbit as an additional backup this coming February. So with the existing technology that's on the shelf, it looks as if we are good until well into the 1980s in terms of the reliability of that system. By then the space shuttle might change the ability to send a mechanic up to fix it if it goes wrong.

Mr. Stokes: All right. Let's get a little further along. You have talked about telephone and, in concert with a commitment made by CBC under their accelerated coverage programme for communities in excess of 500, it's my understanding that there is another vehicle being prepared. It's called the CTS, and I understand it's to be in place some time in December, 1975. To what extent have you been involved in making a decision as to whether or not the Ontario government and its various ministries should participate? I'm told that it is going to cost you several million dollars to participate for three hours a day every second day over a period of eight months. I understand it's going to involve—correct me if I am wrong—\$5 million to \$6 million. Now, have you costed this? Have you made an appraisal? Have you made an appraisal of this to see if it is worthwhile, not only from an educational point of view but in terms of whether the hardware that will be in the place after that experiment is over will be adaptable to provide radio and television signals in and out of the area for sort of inter-community service. To what extent will you be able to utilize that?

Mr. Rathbun: CTS stands for communications technology satellite. It is a joint project of the federal Department of Communications and NASA. It's a technology satellite to experiment with a number of new techniques that might be used in future satellite systems beyond Anik. For example, it is going to have exceptionally large solar wings. It is going to have some new types of graphite bearings that have never been used in space.

It's basically an attempt to prove out technology. It will have certain kinds of amplifiers on board that are entirely new and using a new range of frequencies that have never been used for space communications before. They expect to have about two years fuel on board to keep that satellite stationary in space. Once the technologists have completed their testing of the technology—that's assuming it gets off the launch pad, that everything works in space, and that they prove out their technology—it

will have an additional 18 months' life. That life is being made available to experimenters in the United States and Canada equally to try techniques using satellite communications. They have virtually said to everyone in North America: "If you ever had an idea that you could do something better if you had a satellite to do it with, here is your opportunity to use a satellite."

There is an experimental committee at the federal level that has been trying to co-ordinate the universities and the federal and provincial governments and their interests in using this for experimentation. Our government looked at this when it was first offered to us about three years ago and said: "Yes, satellite communications have to be very important for the future of this province. Yes, we must take advantage of this opportunity to experiment to see whether satellite communications in certain areas would be useful." There have been a number of administrative proposals put forward by a number of ministries, for internal working of the ministry. There is another programme that has been largely oriented in the social field, focused by the Ontario Educational Communications Authority, the one to which I think you were referring specifically—

Mr. Stokes: Right.

Mr. Rathbun:—where they have been dealing with the native communities in the north to look at possible intercommunity communications to improve their ability to talk to each other and improve the educational communications capacity. A number of programmes have been put forward. There have been price tags put on them that go quite large. There are price tags that are reasonably small. I think that the government has not yet finally made up its mind on how large or how small those particular projects will be. If the social experiments are done, it will be an experiment to utilize the satellite and existing basic telecommunications system, this programme we are talking to you about, using Anik and microwave. There will be some intercommunity facilities. There likely will be some small radio-type production studios in a couple of communities, or a television VTR centre like the Sandy Lake centre, and probably using the Sandy Lake centre. That will stay—

Mr. Stokes: Sort of a gossip network?

Mr. Rathbun: No, the gossip is another thing. The videotape centre in Sandy—

Mr. Stokes: I am not talking about VHF radio.

Mr. Rathbun: Nor am I.

If the satellite is utilized it will be to augment the new basic telecommunications system. There will be a residue of ground facilities. A studio that is built would be used by, for example, the community of Webiavie for programming its own small radio station. The final decisions on that programme have not been made. The final commitment by the federal government on how much time would be available to any Ontario agency for use of the satellite has not been finally made. It has to be shared with federal agencies, other provinces, universities, other interested experimenters in US and Canada.

So, what you are saying about three hours a day for so many days, is true. It will only be available so much, and there are only so many antennas and they will have to be allocated by community and moved in and set up and you'd have them for three months at one place, and then you would have to move it out and give it to someone else.

Mr. Stokes: All right, whose responsibility is it to put the hardware in place in order to participate in this and what becomes of that hardware? What will its capability be once the vehicle is gone?

Mr. Rathbun: If you are referring to the hardware being the satellite ground stations—

Mr. Stokes: Yes.

Mr. Rathbun:—they are owned by the government of Canada. They will be allocated to the various experimenters in various places. They will be owned by the government of Canada afterwards, and when the CTS satellite "falls down out of the sky" at the end of two years, they will be surplus pieces of hardware.

However, if there are infrastructure things, such as small studios, viewing rooms and so on, set up in a community, they will exist and continue and can be linked together by the existing basic telecommunications system. You might lose some of the added attractions that might have been there for the three months while they were playing with the satellite as well. There will be a residue left on the ground in most cases, but the satellite technology is an experiment and should be clearly understood to be an experimental satellite, nothing more than that.

Mr. Stokes: How long have you got to make up your mind as to whether or not you are going to participate with NASA and the feds?

Mr. Rathbun: Oh, I think the decision to participate was made a couple of years ago.

The degree of the participation is still being negotiated with the government of Canada. It's come through several stages of people putting forward ideas, being sorted out to see how many are like ideas, how much time can be made available, the problems of moving a satellite station from Newfoundland, for example, to northern Ontario, to British Columbia inside 18 months and make it useful. These are things that are being done at the federal level and I would think we are within probably six months of final decisions having to be made.

Hon. Mr. Rhodes: I'm not trying to get out of this, Jack, but this really falls into the Ministry of Colleges and Universities under OECA.

Mr. Stokes: If they go, they will be funding it, I understand.

Hon. Mr. Rhodes: Right.

Mr. Stokes: But I would hope that this ministry, which is responsible for communications, would advise them as to what direction you think they ought to be going, and integrating or formulating their programmes in keeping with kinds of things that you see in the area.

Hon. Mr. Rhodes: I'll tell you, without any hesitation and as candidly as I can, I would much rather see any substantial funding that is being contemplated by the province in this area going into our other programme in conjunction with Bell Canada to get a permanent type of communications service into the northern communities and not into something that after you put the satellite up may all end within nine months or a year with a whole bunch of things sitting on the ground.

Mr. Stokes: This is the point I make.

Hon. Mr. Rhodes: Personally, that is my own feeling and that is the input I would like to make to any group of ministers dealing with this, so that we do not get too carried away with this programme but put our money into a programme that is going to provide basic communications.

Mr. Stokes: Something with a little more permanency.

Hon. Mr. Rhodes: Like forever.

Mr. Stokes: You are saying most of it at this point in terms of the overall costs is a basic \$40 million. Most of this will be paid for by the feds, and you will buy a channel within the time frame, if you participate.

Mr. Rathbun: The total cost is assumed for

the hardware of the CTS satellite by the federal government. They make ground stations available to us. The cost to the government of Ontario would be to programme any experiment they had on this satellite which is available to us.

The hardware costs of the satellite are not ours at all. We don't rent anything from them. They just make a satellite ground station available and a satellite in the sky available to play with.

Mr. Stokes: I was up at Fort Severn the last week in August. I was on the plane that found the barge that broke loose. I understand there was a tower on there. Was that your tower?

Mr. Rathbun: That is a Bell Canada Telsat satellite ground station exactly the same as the one at Winisk, which should become operational, hopefully, on Jan. 1. If they were not able to move it off the grounded barge, they were flying another one in to put it in place. As of Jan. 1 it is expected that Fort Severn will be linked to the rest of the world with fully reliable 24-hour-a-day communications.

Mr. Stokes: With a telephone system the way that Winisk and Big Trout Lake are?

Mr. Rathbun: The same as Winisk and Big Trout Lake, yes.

Mr. Stokes: I understand that Moosonee has now been linked to CBC through their low-power relay. Did you get that up by way of the ONR?

Mr. Rathbun: It reaches there by ONR. They have been on for about a year now, I guess.

Mr. Stokes: That's what you used. Now I understand that CBC-TV is also into Moosonee via the ONTC microwave.

Mr. Rathbun: I thought that's what you were saying, I am sorry.

Mr. Stokes: No, I was talking about two different things.

Mr. Rathbun: Okay, go ahead.

Mr. Stokes: They also have radio, courtesy of ONTC.

Mr. Rathbun: Yes, both radio and television.

Mr. Stokes: But they use different vehicles, do they not?

Mr. Rathbun: I think they are both coming microwave.

Mr. Stokes: They are. Along the Canadian Pacific and Canadian National what they use are their regular phone lines.

Mr. Rathbun: The only communications link into Moosonee is by Ontario Northland Transportation Commission microwave system which carries both the railway and the telephone services.

Mr. Stokes: I am glad to hear you assure me that it is microwave. What are the possibilities of extending that north up to Albany, Kashechewan, Attawapiskat? Do these operate on horizon distance?

Mr. Rathbun: Microwave does, yes. At the NORACT conference the minister and Ontario Northland at the same time announced that they would move to extend the service through to Attawapiskat and complete the linkage of all of the communities in the Ontario Northland territory which is really the James-Bay-Hudson Bay coastline.

Mr. Stokes: Are we voting any money this year for that?

Mr. Rathbun: You are voting \$100,000 to Ontario Northland through my budget, which is part of that \$600,000 that I mentioned for the engineering survey required to determine whether you can get microwave linkages between Moosonee and Fort Albany which is, as I think you are aware, just soup muskeg, and whether they can find two places to stand two microwave towers which are required. If that is not the case, then the alternative which will be utilized will be the Anik satellite.

Mr. Stokes: When will we know?

Mr. Rathbun: We expect that Ontario Northland will have completed its survey and made its decision before the end of this fiscal year and capital funding will be in next fiscal year's budget. And it will be completed by 1977.

Mr. Stokes: It has been said that your basic telecommunications network is designed to add additional equipment so that eventually not only will you have telephone but you will have radio and television. Is that just a dream, or what are you going to use? Are you going to go to microwave or are you going to satellite or will it be a combination of both or what is it?

Mr. Rathbun: Where microwave will be installed, the microwave system will be the one that extends the television and/or CBC radio, if that is the decision of the community and CBC to extend to there. If satellite ground station is being used via Anik then the pro-

gramming will come by satellite. The end product will be the same on the ground. We are ensuring that the additional capacity will be there to be able to do things.

Similarly, one could speculate that some day in the future educational communications would also be in there as part of the package. That is pure speculation, but the facilities designed to serve those communities north of the 51st parallel accommodate this, whether it is by satellite or—

Mr. Stokes: All right. One final question. Whose responsibility is it, as you see it, to co-ordinate all of these various efforts? You recall last year when we spoke about the proliferation of small, inadequate systems that were serving nobody well, and how if we had just had that amount of money collectively to put into another system the people up there would be much better served. Who is accepting the responsibility and who co-ordinating what Bell is doing through their microwave system with what you people are doing through ONTC and what CBC has committed themselves to doing by their accelerated coverage programme? Is there any overall co-ordinator who is saying, "Let's not have a duplication. Let's work together so that ultimately we get the best system possible, the most reliable system designed to serve the maximum number of people most efficiently"?

Mr. Rathbun: I think the minister has expressed himself publicly on a number of occasions recently that he feels that is a very appropriate role for the Ministry of Transportation and Communications in Ontario.

Hon. Mr. Rhodes: We really feel that that's our job. If we can convince the Minister of Communications in Ottawa to agree to give us that area of responsibility, we would be happy to take it on. We think we can do it a lot quicker than waiting for the process that it's going through now.

Mr. Stokes: Is Bell happy to have you assume that role?

Hon. Mr. Rhodes: Bell Canada would be very happy to have us involved. They really don't care who their regulator is as long as it is somebody they can work with.

Mr. Stokes: I'm happy to see you assume that role. But right now they say, "We've got the hardware in place, we're just looking for a customer." It's very seldom you get a company saying a thing like that. Normally they say, "Show us a customer, and we'll go ahead and build it." They're going to have the vehicle

sitting there and they are going to be sitting there with egg all over their face at the next shareholders' meeting if we don't have anybody to use it.

Thank you very much, Mr. Minister and Mr. Rathbun. I'm not going to prolong it. I see there's nobody else here interested about communications technology in the far north, but I want to assure you—

Mr. Laughren: I am on the list, Mr. Stokes.

Mr. Stokes: I want to assure you that I'm going to be watching you very very carefully. Hopefully you will come up with the kind of system these people have been looking for ever since I've been concerned with the problem—and that's for the last seven years. I want to thank you for taking the leadership that you

have, and I want you to continue. I hope by the next time we sit around this table discussing this, we'll have at least telephone communication into many more than three of those 28 communities.

Hon. Mr. Rhodes: I would like to say, Mr. Chairman, that we are most grateful and will accept any support the hon. member can give us in our continuing efforts to take over and do something a little quicker in that area. Any input he might have with Mr. Pelletier in Ottawa would be appreciated.

Mr. Laughren: Not that he is blaming him understand, fine man that he is.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Tuesday, November 12, 1974

Estimates, Ministry of Transportation and Communications S-2339

Thursday, November 14, 1974

Administration programme, continued S-2341

Recess S-2377



LIBRARY

APR 14 1975
UNIVERSITY OF TORONTO



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Standing Resources Development Committee
Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Thursday, November 14, 1974

Evening Session

Speaker: Honourable Russell Daniel Rowe
Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974

CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 14, 1974

The committee resumed at 8:12 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 2301:

Mr. R. F. Ruston (Essex Kent): With the research going on, would this department have anything to do with possibilities of using some form of TV cameras and so forth in our traffic controls? There are some places where they are experimenting with this now, so that, for example, you know when you get on the expressway what the traffic conditions within the next 10 miles are. Has there been any study into that type of thing?

Hon. J. R. Rhodes (Minister of Transportation and Communications): I think perhaps Mr. Bidell can answer that for you.

Mr. W. Bidell (Assistant Deputy Minister, Planning and Design): Yes, Mr. Ruston, there is a project at the present time on the Queen Elizabeth Way, which is a traffic surveillance project, and it is to do exactly what you suggest; to monitor the traffic by electronic means so that entrance ramps onto the freeway can be electronically controlled at the rate that traffic would feed into the main highway. This project is actively under way.

Mr. Ruston: The reason I ask is that I arrived at the airport one time and I got on to one of the buses coming down to the Royal York Hotel and, of course, they have radios in the buses. The driver was advised not to take the Gardiner Expressway, that it was jammed, and we came down Queensway, I think it was, or one of the other streets. I think that rather than have traffic getting in these long lineups we could work out something like this.

Another area is whether this type of thing could work in Metro areas. I realize it wouldn't be feasible out in the rural areas of 401, but it seems to me that in a metropolitan area something like this could even be used on 401, maybe on overpasses. If you have icy

conditions or whatever it might be, there would be signs up reading "Suggested speed 40 mph" or something, as a guide to motorists, or if the roads are slippery. The first hour of rain, for instance, is the most dangerous time to drive on the highway. As far as it being slippery, it is almost as bad as being on ice. If we had something like this, it would help be a safety factor in poor driving conditions.

Mr. Bidell: Yes, this is the prime purpose of this project that, as I say, is organized and under way on the Queen Elizabeth Way. It will be a continuing programme, possibly leading to some of the devices and techniques that you have indicated.

Mr. Ruston: Thank you very much.

Mr. Chairman: Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Yes. I am sure the minister is well aware of the problems that we have in maintaining roads for even a reasonable period of time in the north because of what I think Mr. Adcock refers to as catalytic action. There isn't a great deal of traffic on many of those northern roads, and yet it's almost impossible to come up with a texture and a surface that will last for the length of time that you would expect it to. What kind of research and development is going on, particularly under northern climes, in order to get dollar value out of the amount of dollars that you are spending on the roads in the north?

I notice that there have been crews out drilling samples in many areas where you have had trouble with breakup and a sort of ripple effect because of this frost heaving and catalytic action. What kind of research are you doing to get a better road surface for the dollars that you are spending, given the extreme variations in temperature?

Hon. Mr. Rhodes: Mr. Campbell probably has the background on that.

Mr. I. C. Campbell (Executive Director, Research and Development Division): Work is being done in two areas of the province on pavement surveillance. Presently, this is done manually by somebody moving along with

the foreman marking down the condition of the roads. Also, this could be done by taking samples, as you say. We are working on an automated surveillance method. We can do this from an automobile towing a trailer, which will give information on the condition of the road.

This is collecting a data base for another programme which is being researched; that is, to repair or reconstruct the road just to the extent it needs to be—getting the best possible surface for the least amount of money. This is presently a computer programme which is just about to be operational. The two things—that is, the surveillance and the design system—will go hand-in-hand and we hope will come up with what you ask.

Mr. Stokes: No; but I wanted to get to something much more basic than that. It has been my experience in areas where you are experiencing this difficulty, that you have undertaken to dig out the offending portions of the road and lay styrofoam to sort of keep the frost from going down, so preventing this heaving action. I am wondering if this has been successful. Are you going to do more of it? From what you have said, I take it that you are going to start at square one again and come up with a new approach.

Mr. I. C. Campbell: I think that Mr. Adcock may be able to answer this better than I can.

Mr. H. W. Adcock (Assistant Deputy Minister, Operations Research and Development): No, I don't think we are going back to square one, Mr. Stokes. The programme that Mr. Campbell speaks about is trying to sophisticate a little bit by computer methods the where and the when. The styrofoam programme has been quite successful. We are quite pleased with it. It's not without its faults and it's extremely expensive, so to do very long stretches is still a little impractical. But it has actually cured a lot of the spots that you speak of that have been very troublesome to us, and we are quite pleased with the way it performs.

In addition to what Mr. Campbell has mentioned, too, we are also doing more or less a continuing form of practical research in the field by using different depths of granular materials and different thicknesses of pavement.

We have gone to softer asphalts in the north, and we find that they crack less than the harder asphalts. Things like that are going on constantly to try to resolve the problems, which certainly you have got in

the north where the frost often penetrates, as you very well know, eight and 10 ft.

Mr. Stokes: This monitoring that's going on; is a lot of it being done in the north under the actual conditions? It is not being done in some research facility down here? You are actually using simulated conditions, aren't you?

Mr. Adcock: No, the monitoring that he speaks of on the pavements is being done all over the province at sample locations.

Mr. Stokes: I see.

Mr. Adcock: The work that's done on the computer to develop these programmes, of course, is done in Toronto, but the actual field work is being done all through the province, both north and south.

Mr. Stokes: And when can we expect an improvement, then, in road structures in northern Ontario?

Mr. Adcock: We hope that they are constantly improving, sir. I think the things that we are doing are showing an improvement. Certainly the styrofoam has corrected the serious frost heaves; I'm sure you've noticed that where that work has been done. We have high hopes that the softer asphalts we are now using will at least slow down the cracking which has always been a problem with northern Ontario pavements. I think these things will show as time proceeds.

Mr. Stokes: Is there any thought, where you are having a lot of problems with asphalt disintegrating, that you will go to a cold mix? In many of the small communities in the north—I don't see them using it as much now—but I noticed your people used to stockpile a lot of the cold mix, and a lot of the municipalities did too. It has been the experience in the town where I live, that the cold mix stood up under those conditions where the ground is very, very porous—that although you do get the extreme fluctuations in temperature, in many, many cases it stood up even better than the hot mix.

Mr. Adcock: We are still using a good deal of cold mix and road mix actually. Not just the mix that you described that is stockpiled and then put on the road. We are still actually using a road-mix material which has an extremely soft asphalt—and you are right, under low traffic conditions, those pavements do stand up well. But as the traffic volumes rise, you find that you have to have a hot-mix pavement to obtain a durable pavement.

Mr. Stokes: Thank you, Mr. Chairman.

Mr. Chairman: Mr. Laughren.

Mr. F. Laughren (Nickel Belt): In this vote earlier, Mr. Chairman, we were discussing the communications among the small communities in northern Ontario. I've been really dismayed—since the Throne Speech last spring indicated that there was going to be a commitment on the part of the government to improve communications in the north—to have in a very small community in the riding of Nickel Belt, the beautiful riding of Nickel Belt—

Mr. Stokes: He was just made president of the Chamber of Commerce.

Mr. Laughren: It will be a long time before that happens.

Mr. M. C. Germa (Sudbury): I'm going to nominate you.

Mr. Laughren:—a situation in which the private sector, in the name of Northern Telephone, agreed to put an exchange into the town community of Shining Tree, only to have ONTC say, "We won't co-operate and do our part." Here was the private sector—at no profit to themselves I assure you—willing to put an exchange in, and ONTC refusing to put it in because they said it was not in the budget for 1974.

What's with the statement in the Throne Speech, if you are not willing to back it up with some dollars to aid these kinds of communities? Right now there is no communication from Shining Tree elsewhere except by one radio, I believe.

Hon. Mr. Rhodes: Mr. Chairman, I am certainly aware of the member's concern for that problem at Shining Tree. I think, first of all we should say in reference to the Throne Speech—and this does not in any way, I hasten to add, take away from the concern that you have—but I think the Throne Speech was referring to the programme that's being developed between government and ONTC for the far north.

Mr. Laughren: The far north, right.

Hon. Mr. Rhodes: You are absolutely correct in that the ONTC were going to put this service in. It was withdrawn from their programme this year, and the best I can tell you at this stage is that it is in the programme for next year. Perhaps you can discuss that when the ONTC people are here to confer on their budget, because I'm not specifically sure what their timing is.

Mr. Laughren: What bothered me about that whole decision was that there is no guarantee as far as I know that the private sector, Northern Telephone, would have that exchange available. They could very well put that exchange someplace else. It was sitting there; it was available and they were willing to put it in Shining Tree. Now, do you have a commitment from that company, that when you decide that the funds are there to carry out your part of the bargain, that the exchange will be there and that they will indeed put it into that community?

Hon. Mr. Rhodes: I don't believe we have such a commitment. I will refer it to Mr. Rathbun who may have closer information on the commitment from Northern Tel. I don't know.

Mr. W. A. Rathbun (Executive Director, Communications Division): I don't know that there is a written commitment by any means. But it is the intention of Northern Telephone to supply an exchange when the long distance links can be provided.

Hon. Mr. Rhodes: It gets right down to simply, that the ONTC have got to put the service in there. I think perhaps the proper contact can be made with Northern Tel. to see that the exchange is there.

Mr. Laughren: Right.

Hon. Mr. Rhodes: I completely agree. I don't think any community should be isolated like that, especially a community like that, that is not that far away from the beaten path of the other major communities. Anything I can do to help speed that up, I'd be most happy to do.

Mr. Laughren: It does give people a sense of insecurity in a community when there is no way of getting to the outside world.

Hon. Mr. Rhodes: Amen.

Mr. Chairman: Shall item 8 carry? Mr. Cassidy.

Mr. M. Cassidy (Ottawa Centre): I have two or three questions I would like to raise with the minister. I am sorry that I was in the Housing estimates while Krauss-Maffei was being discussed this afternoon, but these would deal with other matters.

Can the minister say what discussions have been held with Stewart Andrews or with the people from the Metro Centre project and what commitments, if any, have been made by the province as regards to the transportation terminal which has been proposed as a

part of the Metro Centre development in the area of the present Union Station, or just south of it?

Hon. Mr. Rhodes: I have only had one occasion to attend a meeting which Mr. Andrews attended, and this was a meeting that involved the members of the Toronto Area Transit Operating Authority. This was prior to the discussions that were held by city hall here in Metro as to what their position was on Metro Centre.

I am fairly positive no commitment has been made by my ministry—certainly not by me—other than to say that we are very keenly interested in a transportation terminal being located in that area, for very obvious reasons. As the member would well know, with our GO-Transit coming into that area, we envisage that this could be an excellent place in the community for a major transportation centre. But no commitment has been made other than we would desire to see such a transportation centre there.

Mr. Cassidy: Have you given any kind of letter of intention to Metro Centre to indicate that you wanted to have a transportation centre in the Metro Centre?

Hon. Mr. Rhodes: I haven't, no, not through my ministry.

Mr. Cassidy: Has the government or the ministry?

Hon. Mr. Rhodes: No, I don't think we have. In fact, most of the discussion that has gone on there has been since the formation of the Toronto Area Transit Operating Authority, and it would fall into their area of concern. The discussions that have gone on, to the best of my knowledge, have been involving that body.

Mr. Cassidy: Has the ministry been involved at all in the discussions about whether the transportation centre, if it is located there, should be located in the vicinity of Union Station and use the Great Hall and the other parts of Union Station as an operational part of the transportation centre, or whether it should be moved 1,000 ft or so to the south, as was originally proposed in the Metro Centre plan by the developers?

Hon. Mr. Rhodes: No, I haven't entered into these discussions. All I can tell you is that my information—and again it was material that was sent to me as a result of some discussions that have gone on—was in the form of minutes and to the effect that there is a desire to have this multi-use transporta-

tion centre. I have not been involved in the actual location of it.

Mr. Cassidy: Have there been any discussions about the financing of this transportation centre, which I understand will cost around \$50 million? This is the figure which has been tossed around. Does the ministry know how much the transportation centre might cost, and have there been any indications about who would pay the cost?

Hon. Mr. Rhodes: No, all we have really done is have one of our ministry people on a committee that has been looking into the overall possibilities of the transportation centre. As far as the financing is concerned, we haven't given any serious consideration to what involvement we would have there. We recognize that there is probably a three-level involvement. The last I had heard was that Mr. Godfrey, who is the chairman of Metropolitan Toronto, was going to arrange a meeting that would involve himself, Mr. Danson from the federal government, someone from the city itself—more than likely Mayor Crombie—myself and possibly the Premier (Mr. Davis), to discuss that very problem.

Mr. Cassidy: What is the committee on which you have had a representative up until now in connection with the centre?

Hon. Mr. Rhodes: I think it's feasibility.

Mr. H. F. Gilbert (Deputy Minister): It's a committee that has been studying the feasibility of the whole concept, Mr. Cassidy. But our committee member has just been that—a committee member on a committee which consists of all people that are interested in the overall transportation problems of that particular area.

Mr. Cassidy: Can you or can the minister give some indication about the transportation problem? In the OMB decision related to the Metro Centre, transportation was seen as the key that would permit or prevent development of the various phases of that particular project.

Hon. Mr. Rhodes: We don't have any great detail on that. The thing is still in such an early stage that there are still some problems to be overcome as far as what the city desires in the area. We well know the discussions that have gone on there. I think there is still discussion as to how much of the existing Union Station would remain and be used.

I think our position has been that we are prepared to co-operate with all the other bodies that will be involved. We have some

real concerns because of the fact that it is into this area that a great deal of the transit traffic will be moving—the GO system, the GO trains. As they expand their capabilities, we will increase the number of people that will use the service by, say, going to double-deckers or extending the service. There will be more people coming in, and we're concerned with that. We've had some preliminary discussions through this committee, as I say, but that's about it.

Mr. Cassidy: Can the minister say, or has he indicated to Metro Centre, whether the ministry would like the transportation centre kept at the existing location? Or have you just said, "We'll put it anywhere people want to put it"?

Hon. Mr. Rhodes: Although we have not entered into any detailed discussions, our position is at the present time—certainly mine is—that we are prepared to co-operate with whatever decision is made in that area to develop a good transportation centre. I have not been involved in any further discussions as to specifically whether it should remain at the Great Hall, or whether it should be moved south.

Mr. Cassidy: Given the fact that the bulk of the downtown offices and the concentration of employment is within about 1,500 ft of Union Station, doesn't it make more sense to keep the transportation centre at its present location, rather than to move it the additional 1,000 ft that is proposed for commercial reasons by the Metro Centre people, and thereby cause that many thousands of people to have to walk that additional distance? Possibly they will be tempted to go back to automobile or any other form of transportation.

Hon. Mr. Rhodes: I don't think I could debate that issue with you, either in support of what you're saying or opposed to it, until such time as the total study of the area, the total discussion, has been completed. We really have not looked at the thing in that much detail. You have made a valid point, but I'm not in a position to say whether this is the direction we are going to go in or we would encourage them to go in. We are more cautious as we go along, because we have been accused in the past of interfering in decisions that are being made by the municipality and Metro—to wit, the Toronto Island airport. We tried to be of assistance and got rapped on the knuckles for it.

Mr. P. G. Givens (York-Forest Hill): You wouldn't want to do that.

Hon. Mr. Rhodes: Not down there.

Mr. Laughren: You mean you learned?

Hon. Mr. Rhodes: You know: Fool me once, shame on you; fool me twice, shame on me. Once is enough.

Mr. Laughren: Good to hear, Mr. Minister.

Mr. Cassidy: I am a bit worried about this, though, Mr. Minister. Given the control that the ministry has got over transportation in the greater metropolitan area around Toronto; given that control, your opinions carry a good deal of weight—the ministry's opinions or the government's opinions. If you simply stand back you may then be in a position where the city of Toronto may be left on its own. It is the municipality most directly affected by and concerned with the pedestrian environment down there, and with the use of transit and so on—which, let's face it, has got more of a concern than Metro because of where it's situated. The city may be left on its own up against a couple of very large business corporations who are trying to tailor development to make a lot of money, and whose interest in transportation is secondary—whose interest in a good transit environment is certainly secondary. Yet the ministry is apparently taking a very minor interest in this. It has got a not too senior employee on a committee doing some research into the project at the same time that the developers are pressing like crazy on city council to get permission to begin construction of the first office towers straight away.

Hon. Mr. Rhodes: I think as far as our involvement in the committee goes, you are correct to say that we do not have a senior person sitting in the committee. But I draw to your attention that there is a rather well-informed and very concerned group involved, namely the Toronto Area Transit Operating Authority, and certainly we would not say that the chairman of that was a novice in this business. And the make-up of that authority, as you well know, is the Metropolitan Toronto chairman, and the chairmen of the other regions. All of them have a very real interest in what is going to happen to that transportation centre. They are very much involved in discussions.

I do know and have been advised that meetings have been held in city hall. The authority itself, along with civic officials, have gone over to the site and have looked at the site and they have walked around the area.

So, I think there is a very interested and a fairly competent group, along with the

staff of that authority, which primarily is made up of people formerly in the GO-Transit area of this ministry. There are some pretty competent people there who, I think, can have a very strong influence on what is going to happen in that particular centre. Now, we are going to take some direction from them, too, as well. We are not going to be dictated to by the developers or, necessarily, by city hall. We are going to take our direction from what the authority says as an arm of this ministry and a competent one.

Mr. Cassidy: Let me just be a bit philosophical. Only one of the four—Well let's say that no members of that authority are actually elected.

Hon. Mr. Rhodes: There is nothing magical about being elected.

Mr. Cassidy: But it sometimes helps sense the way people feel if you are elected.

Hon. Mr. Rhodes: Well, you don't suddenly become—I must apologize, perhaps you have found it—but I didn't find that I became endowed with great wisdom because I got elected.

Mr. Cassidy: But the second point is that only one of the four municipal representatives on that authority comes directly from the area which includes the area around Front St. where Union Station stands.

Hon. Mr. Rhodes: I think it goes a little beyond that, though. The transportation centre that we envisage is certainly not to serve the happy little area of downtown Front St. in Toronto. It is to serve that whole area both to the east and to the west, as well as that traffic which will be coming down on the north-south subway, and other forms of transit.

We envision, for example, that it could be an ideal place to have a downtown air terminal. You check in for your flight and have your baggage checked and then be transported out to the airport already booked—and this sort of thing.

Mr. Cassidy: What do you envisage then? Maybe you should say that. Maybe I should have asked that question first. What is envisaged for that transportation terminal?

Hon. Mr. Rhodes: All I can say to you is we envisage it as an all-purpose transportation centre to serve all the various modes that will be coming into that area.

Mr. Cassidy: Have Gray Coach or the bus lines been consulted?

Hon. Mr. Rhodes: Yes, absolutely. I think there have been many discussions with them, again, through the transportation authority. There is a real liaison there. Frankly, I wish Mr. McNab was here; I think he could answer your questions much better than I.

Mr. Cassidy: That's fair enough. Just on a final point there, though. The bulk of the users of that transportation terminal are still going to be either transferring to or transferring from business locations in the downtown Toronto area. And to a lesser extent they will be transferring to the subway system in order to go to the Bloor-Yonge area or the Yonge-Eglinton area, other areas of concentration—but basically most of them will want to be either coming to or from the downtown core.

Hon. Mr. Rhodes: One has only to look there any morning—and I do every morning—from about 7 o'clock on, the volumes of people who are coming out of the Union Station and going into the Toronto-Dominion Centre and Commerce Court, and that area there. It's fantastic numbers of people.

Mr. Cassidy: And the second point is—and this is partly historical and partly current and something which the province also, I think, should take a legitimate interest in—and that is that the preservation of the Great Hall of Union Station. As a monument, it would be a very nice thing. It would be nice to see this great, windy hall the way it used to be back in the gorgeous days of steam. It makes an awful lot more sense, however, if it remains as a functioning part of a modern transportation terminal, as I am sure it can. And the only thing that is impeding that, from the studies that I have made, is the fact that the developers are looking at what their land is worth per square foot if they develop offices along Front St., rather than putting them a bit to the south.

There are no transportation reasons why they cannot continue to use the area around the Great Hall of the Union Station. There are commercial reasons, and I would suggest that the ministry should get involved on that front as well.

Hon. Mr. Rhodes: I think we will be. And again, I say to you that from the interest that has been shown through the transit authority, the operating authority, I think this ministry will be very much involved as we move along toward the final decision as to what is

going to happen there. But I am not going to make any commitments at this time as to what we intend to do until I have had a chance to see all of the material that has been gathered by the authority at this time.

Mr. Cassidy: Okay. The second area that I wanted to talk about is this. What is the commitment of the ministry now to public participation when major road projects are being undertaken?

Hon. Mr. Rhodes: I think that is under the next vote, Mr. Cassidy.

Mr. Cassidy: Under the next vote? Which vote would that be?

Hon. Mr. Rhodes: Vote 2303, item 5—construction services.

Mr. Chairman: Shall item 8 carry?

Mr. Cassidy: Hold on, Mr. Chairman. The reason I wanted to raise it here was that I want to ask about the extension of the Don Valley Parkway; I have forgotten the number of the road.

Hon. Mr. Rhodes: Highway 404.

Mr. Cassidy: Highway 404. And I wanted to raise it here because it seemed to me this was more a matter of planning than a matter of construction.

Hon. Mr. Rhodes: It would be more properly under vote 2303, item 5, construction services.

Mr. Cassidy: Well, if you wish me to raise it at that point, then okay.

Mr. Chairman: Vote 2301, item 8 carried?

Mr. D. J. Wiseman (Lanark): Do we have to adjust that \$15,259,000 down to \$7 million before we carry that?

Mr. Chairman: I think with the ministerial statement that if we have a motion it will be to decrease the amount of the vote.

Mr. Wiseman: You don't need a motion?

Mr. Chairman: You'll move that the vote be reduced by, what was it, eight point—

Mr. Wiseman: Down to \$7 million from \$15 million.

Hon. Mr. Rhodes: Reduced to \$7 million.

Mr. Chairman. It has been moved by Mr. Wiseman that the vote be reduced to \$7 million.

Hon. Mr. Rhodes: Not the total.

Mr. Chairman: No, no. Just the \$15,259,000.

Mr. Cassidy: Just there is the minister's salary, Doug.

Mr. Laughren: Let's reduce that.

Hon. Mr. Rhodes: We reduced it by \$8.25 million.

Mr. Wiseman: Then that is what the motion should read.

Mr. Wiseman moves that vote 2301 be reduced by \$8.25 million.

Motion agreed to.

Mr. Chairman: Vote 2301 carried?

Vote 2301 agreed to.

On vote 2303:

Mr. Chairman: Now, we are over to vote 2303 on item 4, municipal construction.

Mr. Ruston: Mr. Chairman, on municipal construction, we have quite a problem in our own area in regard to this and I imagine by now the minister is aware of it. Since 1970 45 miles of provincial highway have been turned back to the county. The county engineer says he can only drive over this, that that is about all he can do with the money he has. The road was never put back into first-class condition when it was turned back to the county.

Are you basing your subsidies to these counties according to their mileage and the general condition of the roads? It seems to me in a case where you have provincial highways turned back to the counties there should be some special consideration given to a subsidy programme so they can build these roads up to a reasonable standard.

In our case, county roads 42 and 46 in Essex county, which were previously Highway 98 and Highway 2, have been deteriorating very fast in the last three or four years. And since the county already has 340 miles of road to keep up, it is finding it very difficult to do any major construction on these roads. It seems to me you should have some basis where you could increase your subsidies to cover this extra mileage.

The proper plan, and I think in some cases it is done, is where the province puts them into a more or less class A standard before turning them back to the county and then the county keeps them up from there. I agree this would be much more satisfactory.

I was talking to Mr. Lee, the county engineer, and he says the county is constantly falling behind in road maintenance and particularly affected is 45 miles of the

old King's Highway. The only attention he can afford to give these 45 miles is occasional patching.

I do see though, his budget for 1973 was \$1,658,000 and in 1974 it was \$1,921,000, which is an increase of about \$270,000.

Hon. Mr. Rhodes: Excuse me, is that his budget or is that his total, including subsidies?

Mr. Ruston: That would be his total.

Hon. Mr. Rhodes: Including subsidies?

Mr. Ruston: Yes, I am sure it would be. It is just a note I got from him when we were inquiring.

Hon. Mr. Rhodes: Can you tell me what the percentage of subsidy is, Mr. Ruston, in that county?

Mr. Ruston: Fifty per cent. Other than \$51,000 of the budget that wasn't subsidized, it's 50 per cent in those areas.

Hon. Mr. Rhodes: I think Mr. Ward can perhaps respond. He would be familiar with that situation.

Mr. Ruston: The thing that concerns us is that the people are used to these highways being under the control of the province. You had proper maintenance, and you had patrols out there 24 hours a day during the winter. And if there was an ice storm during the night there was a truck especially for each road. But when the roads were returned to the county, of course, they didn't have the staff to provide that kind of service.

I have a study by a consulting firm that showed the roads were going to need an awful lot of work; in fact, it was going to cost about \$1 million just to put them into fair condition. This study was made by Damas and Smith, consulting engineers from London. I suppose some of your people have seen this. It is called, "Essex County Revised Interim Report on Study of Provincial Highways Turned Back," and it is dated April 6, 1970.

The problem, I believe, is that we are falling further behind each year. At one place the report mentions that rebuilding Highway 98 would cost \$950,000. It said: "Resurfacing King's Highways 2 and 98, 38 miles at \$25,000 a mile—\$950,000." That is what they said the road needed, and it's kind of difficult for a county to receive a road in that condition.

I know you weren't the minister, then, but it seems to be that when reports and studies

indicate to you that a road no longer meets the criteria of a provincial highway, you should have some basis for fixing that road and putting it into good condition prior to turning it back to the county. Or, if you don't do that, your subsidy for the first five years should be at a higher rate until it comes down to the average so that road could be put into proper condition. You put an awful burden on the local taxpayers if they have to fix it up. The public, of course, has been used to having good service on provincial highways, since the province has the staff and so forth to keep them in much better shape than the county. As a result, there have been considerable complaints about the conditions they have to put up with.

Hon. Mr. Rhodes: I think I can say to you without contradiction that the policy of the ministry at this time, certainly as I know it, is to enter into discussions with the counties before any reversion of the roadways is completed. And it has been the practice, certainly since I've been involved, that the road in fact is brought up to a class A standard, or whatever the standard may be, and it is then turned back to the county for them to maintain. Now, since you were referring to specific ones in that particular area, I'd like to call upon Mr. Ward to respond to your comments.

Mr. A. A. Ward (Director, Municipal Branch): Mr. Chairman—

Hon. Mr. Rhodes: Excuse me, Mr. Chairman. I wonder if you could have the member for Sudbury East put out his cigar? There is no smoking in here.

Mr. Chairman: No smoking in here.

Mr. E. W. Martel (Sudbury East): Can I have one last drag?

Interjections by hon. members.

Hon. Mr. Rhodes: I think it's an absolute violation of this committee's orders.

Mr. Martel: Eat your heart out, John.

Interjections by hon. members.

Mr. Chairman: Mr. Ward.

Mr. Ward: Yes. In the case of this particular road, regarding whether there was anything done, as you say, there was not. I am not familiar with that aspect. But the part you do mention is that the annual inventory that is done on all the roads each year—

that is, the costing of how much is needed to bring them up to standard—should reflect that. In other words, there should be an extra costing shown because of the extra requirement for that particular road.

As to the increase you mentioned from \$1,658,000 to \$1,921,000 I don't know whether it was part of this or not, but certainly it should be reflected by an increase in the amount of subsidy funding available.

Mr. Ruston: I think some of this was also contained in a study of the county roads system a few years ago. The county took on about 50 miles from the municipalities because of certain criteria these roads met. All were gravel roads. We have 80 miles of gravel roads in the county and 241 miles of hard surface. So a large number of roads were taken over in the last four, five or six years. The county has had to assume a great many more miles, both of provincial and municipal roads. It has put an awful strain on their budget. There would have to have an awful increase to get the roads up to any kind of a standard whatsoever.

I think in Kent county, out of their total road mileage, there are only 10 miles that are not hard surfaced, whereas we have 80 miles in our county system.

Mr. Martel: You should come to the north, they are all unsurfaced!

Mr. Ruston: But we have got a lot more cars.

Mr. Martel: But we have a lot more holes and bumps.

Mr. C. E. McIlveen (Oshawa): You mean you have cars up there?

Mr. Ruston: Well, we are the car centre of the world. After all, that is what keeps people working—all those automobiles.

Mr. M. Gaunt (Huron-Bruce): Even more cars than Oshawa?

Mr. Ruston: The town of Essex has a by-pass around it now, and my understanding is that that road is to be rebuilt under a connecting link agreement. I believe plans are being completed now for this and I think the consulting engineers are finished with the plans. Do you know about the town of Essex on the old Highway 3?

Mr. Ward: That is a connecting link agreement, yes. It is in its final stages.

Mr. Ruston: Very good.

Mr. Martel: Mr. Chairman, might I ask how this crazy "no smoking" sign came into effect? I understand it was voted on some three weeks ago on a specific committee dealing with the environment. Aren't we carrying this a little far?

Mr. McIlveen: Not if you don't smoke!

Mr. Martel: None of you smoke? Some of you are awful liars!

Mr. Chairman: I will explain it for the member.

Mr. Martel: That was just for one committee sitting?

An hon. member: Hell, no!

Mr. Chairman: It was moved during the estimates of Environment—

Mr. Martel: Right.

Mr. Chairman: —on Oct. 22, moved by Mr. Burr that there be no smoking.

Interjections by hon. members.

Mr. Chairman: This was unanimously^{*} carried.

Mr. Martel: That might be the case.

Mr. Chairman: Then there was a new motion by Mr. Paterson, and this motion was: "No smoking during sittings of the Resources Development committee." And this was carried on Oct. 28.

Mr. Martel: What about this particular committee?

Mr. Chairman: This is the Resources Development committee.

Hon. Mr. Rhodes: Mr. Chairman, I must say, being a smoker, I think it is just an excellent rule. I do think that the cigar that is there should be put out. It is still there, and it is annoying, and I think it is lowering the whole tone of the meeting.

Interjections by hon. members.

Mr. Martel: You realize there is still a nickel's worth there?

Hon. A. Grossman (Provincial Secretary for Resources Development): Leave the cigar, put the member out!

Mr. Martel: Thanks.

Mr. Givens: It should be removed from the room by the smoker, or both should be removed. I so move. Seconded by—

Interjections by hon. members.

Mr. Martel: What is that? What are you moving?

Mr. Givens: That you should remove your semi-smoking cigar from the room, or else both of you should be removed.

Mr. Martel: It is slowly dying out.

Mr. Givens: I moved it and it was seconded. All those in favour? Any opposed?

Interjections by hon. members.

Mr. Givens: That was a democratic motion.

Mr. Chairman: That motion is carried.

Hon. Mr. Rhodes: And I might add, Mr. Chairman, very non-partisan.

Mr. Givens: That's right.

Mr. B. Gilbertson (Algoma): That's Inco backing up on you!

Mr. Givens: No party lines on pollution.

Mr. Martel: Spoil my day and mention that.

Mr. Chairman: Mr. Spence?

Mr. J. P. Spence (Kent): Mr. Chairman, I would like to bring to the attention of the minister that the money that is allotted for municipal construction this year has been increased considerably—about \$50 million, by your estimate. I will say that a couple of years ago when there were restraints put on spending, and on the money allotted to the municipalities, a number of municipalities sort of got behind considerably in building bridges and roads.

The other day we had a delegation down here—and likely you are familiar with it. They said they had 70 bridges which they had to rebuild. I have had other reeves and municipalities say to me that they have to take money out of the general funds of the township in order to catch up with the backlog in municipal roads.

I know it is hard for you to do everything at once, but we do know that road maintenance in the rural municipalities has got behind. There are a large number of school buses travelling on township roads, and I can tell that one accident would be a serious matter to the whole community and to the whole province. I just hope you will take this into consideration.

Hon. Mr. Rhodes: Mr. Spence, in these estimates we have increased our roads and

bridge funding by \$42 million plus. We do recognize that there has been a falling behind and that there is some catching up to be done—especially in the rural roads area, the secondary highways—so that in the case of roads and bridges, maintenance and construction, we have increased it by \$42 million.

Mr. Spence: Well, there are 70 bridges in one township in Kent.

Hon. Mr. Rhodes: Yes, but as your colleague has mentioned, you've only got 10 miles of road that isn't paved. You are doing all right there.

Mr. Ruston: Mr. Spence is talking about township roads. I was talking about county roads.

Mr. Spence: We have no township roads paved.

Yes, I guess that's true, all but 10 miles of the county roads. But some of the county roads were handed back to the township, that's the problem. This is how we are in such a favourable condition. If they didn't hand these roads back, we would have had a lot more miles to pave.

Hon. Mr. Rhodes: One of the areas where we really have increased our funding has been in the lower tier municipalities, the townships in these areas. We have increased our funding there considerably.

Mr. Spence: I know you can't do everything at once. But we do know a serious concern to the township councils and the reeves are these old bridges and these school buses using practically every road in the township. It is a concern to them. I know you have lots of problems too—

Hon. Mr. Rhodes: One or two.

Mr. Spence: —but I'd like to bring it up to you that every consideration should be given to these bridges.

Hon. Mr. Rhodes: We agree with you.

Mr. Spence: Right.

Mr. Chairman: Mr. Martel.

Mr. Martel: Thank you, Mr. Chairman. I want to discuss—

Mr. Cassidy: Your smile is too beatific. Watch out.

Mr. Martel: I want to discuss what is going on with respect to municipal construction in Valley East township.

Hon. Mr. Rhodes: Valley East?

Mr. Martel: Valley East, yes, that is the one where you had the great survey done.

Hon. Mr. Rhodes: It is north of Steeles Ave?

Mr. Martel: Everything is north of Steeles as far as the government is concerned.

Hon. Mr. Rhodes: Certainly.

Mr. L. Maeck (Parry Sound): Right next to the Inco stack.

Mr. Martel: You had a survey done on five or six avenues that might be potential corridors for moving people to and from Valley East township, through the city of Sudbury, to their place of work. What's the result of the survey that has been taken? There was a questionnaire sent out by the Ministry of Transportation and Communications.

Mr. Gilbert: Is this being done by the municipality, Mr. Martel?

Mr. Martel: That's the question I'm going to come to eventually. The road at the present time belongs to T and C, but T and C would love to give it to the municipality.

I've been arguing for a long time that if you want to give it to the regional municipality of Sudbury, in the final analysis you have a choice: Give the municipality the funds equal to the amount that it would cost T and C to reconstruct the highway if it were their own. Or do that six miles that you presently want to do, and grant the municipality the remainder of the funds to buy property for a new alignment.

T and C has been trying to weasel out of its obligation by saying, "That's a regional road, under the regional municipality of Sudbury. We'll do the six miles, but from that point on, it's up to you to decide what you are going to do with it."

I don't think T and C can have it both ways, and I've advised the municipality of Valley East—as the minister knows, he has been in the area and he knows from his experience in the north that I am being very frank—I said to them, "You don't accept what T and C is offering."

T and C is at the present time offering to do six miles to Val Caron, and then provide regular construction grants for the remaining six or seven miles through that municipality. And I'm saying, "Now wait a minute, that's not cricket." I'm really concerned about what is going to happen to that whole valley. Let me give you some background.

The former Minister of Highways, the member for Armourdale (Mr. Carton), at my

request had a feasibility study done in that area. It has the highest number of accidents and fatalities in the whole Sudbury basin. It is a disaster driving through there; your people agree. Bill Aitken, before he passed away, came up and did the study. He did it on a Saturday afternoon and he was amazed at the amount of traffic.

We have had a whole series of meetings. I think the real stumbling block now is who pays what. Don Collins and I don't see eye to eye on everything. I'm afraid this is one instance. I'm not sure of the name of the game Don Collins is playing on the issue. I don't trust some of the things he is saying. He seems to speak out of both sides of his mouth at the same time. What I'm trying to do is to save as much money for that municipality of 20,000 people as I know how, or get them the best bargain possible for the work that has to be done in the future. I'm being very frank.

You people had a study done last spring. A questionnaire was sent out to most of the residents asking where they wanted it to go and there was a fifth option. The fifth one always intrigued me because I understand about 28 per cent of the people voted for it with no description. That's throwing you people into a flap because it was right at the end of the questionnaire and didn't describe anything. Yet 28 per cent of the people said, "That's the one that we want." I found the questionnaire a little unjust. It would have taken traffic from the north end of Valley East directly to Lasalle Blvd. only six or seven miles cross-country, much of it already built up.

I am convinced you people had made up your mind where you were going, and you were going from Lasalle Blvd. or Notre Dame St. right out to the four corners at Val Caron, where 35 per cent of the traffic peeled off. Therefore you would take it to that point, then say to the municipality, "The rest is yours." Interestingly enough, with a one-sentence statement on the questionnaire, 28 per cent of the people said, "No, we want it to go from there. We want it to go from Lasalle Blvd. directly following the tracks about 6½ miles across-country, which would pick up the traffic from the north end."

I'm not sure, Mr. Minister, where we are at, despite the fact that I'm in constant contact with Valley East township council. They're not sure where it's at. I get phone calls every week wanting to know the decision of T and C as to where they're going to rebuild it, because it must be done. It is a total and absolute disgrace. It takes an hour

to go to the city of Sudbury from my municipality. In the mornings and afternoons, with the shiftworkers and the hundreds of school buses, it is really a hazard. I'm not trying to be funny, it is a hazardous area.

Hon. Mr. Rhodes: Mr. Bidell, can you enlighten Mr. Martel on this one?

Mr. Bidell: Referring to Highway 69 up to Val Caron and on to Hanmer, the feasibility study is complete. The several alignments you mention have been studied, and discussed with the public in the area. We are now ready to make our recommendation to the minister as to the outcome of this feasibility study.

Mr. Martel: The question, Mr. Bidell, is that there are two problems. I'm trying to save my municipality as much money as I can, and I see Highway 69 north at present a provincial highway. If you take it to Val Caron and make it four lanes, what you're trying to do is dump the remainder off on the municipality.

Mr. Biddell: The recommendations we are ready to make to the minister regarding this feasibility study will also include the financial aspects that you—

Mr. Martel: Beyond the—

Mr. Bidell: No, as you know, the road north of Hanmer up to Capreol is now turned back to the municipality.

Mr. Martel: Oh yes, you want to give it to us.

Mr. Bidell: No, no. The region has already taken it.

Mr. Martel: Right.

Mr. Bidell: So we are referring to the road from the north limits of the old city of Sudbury to Hanmer.

Mr. Martel: That's right.

Mr. Bidell: As I say, we are ready now to make our recommendations to the minister, including the alignment, and also financial arrangements.

Mr. Martel: That's a great bargain for T and C though. That is really a great bargain for T and C. What, in fact, is going to happen is that the people I represent are going to pay the shot. They are going to pay the tonnage in the final analysis. Whether Don Collins and his group accepted that or not, that isn't what the local council in Valley

East wanted. You know it and I know it. And T and C won that argument.

It's the residents I represent who are going to pay the shot now, because that road should have been either four lanes all the way through or you should at least provide the funding for a new alignment from Val Caron onwards. In fact, it's the Valley East residents who are going to pay the shot for the next nine miles for what should have been done by T and C in the beginning.

As I wrote over a year ago, do one of two things but let's be frank about it. Just don't dump it on the regional municipality. Accept your commitment that that is a Queen's Highway. We are willing to go to Val Caron and to pay whatever our share is, and we are willing then to pay whatever our share might be for the remaining eight or nine miles, but T and C has been pretty heavyhanded in this whole discussion. I told your people when they were in Sudbury and at the meetings in Valley East, exactly the same thing I am saying tonight—as you must know; it was reported to you—that I think T and C was heavyhanded.

Hon. Mr. Rhodes: Let me get this totally understood now, because you have been going on for quite some time and you do have a tendency to confuse me.

Mr. Martel: No, I don't.

Hon. Mr. Rhodes: You confuse me a little.

Mr. Martel: Okay, I am sorry, but you are not very swift.

Hon. Mr. Rhodes: Oh, he might be able to convince me too because, as I understood Mr. Bidell's answer, we are prepared to do the construction on the first six miles.

Mr. Martel: Right.

Hon. Mr. Rhodes: All right, whatever it is. Your concern is for the next four, five or six miles.

Mr. Martel: Right.

Hon. Mr. Rhodes: All right. You are suggesting to me, as I understand it, that this was a responsibility of this ministry prior to its becoming a regional road—

Mr. Martel: That's right.

Hon. Mr. Rhodes: —or the region accept it.

Mr. Martel: That's right.

Hon. Mr. Rhodes: All right. I am sure you have other topics to consider. I think you've made your argument with me and I want you to leave it with me to see if I've got any influence.

Mr. Martel: Okay. I accept the minister's—

Hon. Mr. Rhodes: And will you allow me to come up and shake hands with the council the day I admit it?

Mr. Martel: Right, I'll invite you. I'll go out to the airport.

Hon. Mr. Rhodes: Can I go out to your house?

Mr. Martel: You can come to my house; \$200,000 now, John.

Hon. Mr. Rhodes: Up to \$200,000? That is why you are complaining about increasing taxes.

Mr. Martel: It's a local assessment that I am going to have to pay.

Hon. Mr. Rhodes: Let me take a look at it. It sounds like you may have made your case.

Mr. Martel: Thank you very much.

Hon. Mr. Rhodes: You are welcome.

Mr. Chairman: Mr. Maeck.

Mr. Maeck: Mr. Chairman, I wanted to ask, first of all, if supplementary subsidies come under this vote.

Hon. Mr. Rhodes: Subsidies?

Mr. Maeck: Supplementary bylaws. I am wondering if the ministry has considered changing its policy a little bit in this field. It seems to me that small municipalities particularly have over the years been basing their budgets on the hopes that they are going to get a supplementary subsidy, a supplementary bylaw, and in the years that we tighten the moneybelt a little bit, sometimes they come out on the short end of the stick.

I suggested last year, I think in this committee, that perhaps we should be looking toward changing the policy regarding subsidies and using more of the supplementary subsidies on a regular subsidy basis and only holding back enough for emergencies, such as bridges that might be washed out or flood conditions or something like that. It seems to me that most municipalities are depending partially on supplementary bylaws. I know

they are not supposed to, but they always have in the back of their minds the supplementary bylaw that they might get to fulfil their programme for the year.

I am just wondering if the ministry is thinking about this, or what the minister's viewpoint is on it.

Mr. Gilbert: Mr. Ward might say something more. However, we couldn't agree with you more. Certainly we have been working toward trying to let the municipality know early enough so they can plan their total programme and know exactly what they are going to be doing in that year. We have certainly been working toward that, particularly in the last few years. Maybe Archie may want to say a little more on that.

Mr. Ward: Let's take it both ways, the normal or the first bylaw, the one you referred to that comes out in January, we have increased the percentage of it over the last two years. In other words, that has increased I think about 20 per cent. Also, we have been able to advance the approval time on the supplementaries by approximately two months. Going back two or three years ago, as you know, there were considerable problems and they were getting out at the end of June and even the first week in July and we got back to June 1. This year, 1974, if the requests were received by the first two weeks in April, we were getting them out before the end of May, which again is about 1½ months' lead time.

One of the problems that we have had, I guess more particularly with the small municipalities, is to get them to send in their requests because we can't react to them until they tell us what they want. But we have been getting them out considerably earlier.

Mr. Chairman: Mr. Cassidy.

Mr. Cassidy: I want to ask a question of the minister. Could he give us a breakdown for last year and this year of the amount under municipal construction which is going into road construction, subways and transit capital subsidies?

Hon. Mr. Rhodes: You are talking about last year?

Mr. Cassidy: The previous year, yes. That would be 1973-1974.

Hon. Mr. Rhodes: All right. The previous year we had \$187,200 in roads and bridges—I am sorry, \$187.2 million in roads and bridges. I am not used to those big figures.

Mr. Cassidy: Yes.

Hon. Mr. Rhodes: Of that, \$14.9 million was in subways, \$36 million in general public transportation, and \$1 million in traffic control systems. And, of course, with these estimates we have \$229,247,000 in roads and bridges.

Mr. Cassidy: I am sorry, these figures don't make any sense at all—\$229 million. They don't jibe with the estimates that we have here.

Hon. Mr. Rhodes: We are talking about construction and maintenance now.

Mr. Cassidy: Well, let's go back a bit. We're on the vote that refers to municipal construction, and I wonder if you could break that out because that is—

Hon. Mr. Rhodes: All right, Mr. Cassidy, we have the figures. We would like to break them down for you the way you want them. Mr. Robbins, do you have them?

Mr. W. M. Robbins (Executive Director, Finance and Data Processing Division): I have them here.

Hon. Mr. Rhodes: Then perhaps you could pass them on to Mr. Cassidy.

Mr. Cassidy: Could they be read into the record?

Hon. Mr. Rhodes: Yes, that's what he'll do.

Mr. Cassidy: Fine.

Mr. Robbins: The comparable figures to the three shown on the estimate sheet for this year are 106.5, 13 and 11 in millions of dollars.

Mr. Cassidy: So in other words, if I can at least put this on the record, your subsidies for transit capital—that means bus acquisition and that kind of thing—are going up from \$13 million to \$20 million. Is that correct? Your subsidies for subway construction are going up from \$11 million to \$30.9 million. Your subsidies for roads still remain the major part of your subsidies for capital construction at the municipal level, and they are going up from \$106 million to \$131 million. The increase for transit is about \$25 million and the increase on the road side is also around \$25 million.

Can you break down for me the transit capital subsidies and the subway construction subsidies? In other words, what is this going for? I had thought that most of the activity in bus acquisition, for example, was during

the first year—or are you now getting buses delivered that were ordered at the time the new programme was announced a year and a half ago?

Mr. Gilbert: Are you talking about capital here?

Mr. Cassidy: Transit capital subsidies, yes.

Mr. Gilbert: Transit capital subsidies.

Mr. Robbins: Well, the subway is strictly the subway for Metropolitan Toronto. We do have, I believe, a breakdown of bus acquisitions by municipalities—is that correct?

Mr. Ward: Yes, that's right.

Mr. Cassidy: Well, perhaps I could ask, unless other members want to put it on the record: Is the reason that it has jumped this year the fact that the buses took a year and a half to build, and are therefore being delivered in 1974-1975?

Mr. Ward: Yes, I think the increase is relative to the delivery dates to a great extent. We are paying for more buses this year. Last year was, of course, the first year that they got off the ground. I would agree with that.

Mr. Cassidy: What discussions have there been with Ottawa, Hamilton, or any other cities, about other transportation systems besides their buses and express buses?

Mr. Martel: Krauss-Maffei.

Hon. Mr. Rhodes: Well, the only discussion that I have had—and I must confess it was not a very in-depth discussion—was one I had with Mayor Copps of Hamilton. He was considering a discussion with Mr. Randall and a monorail system that he was talking about. That's the only one. When I met with him, he held a press conference and announced that he was approaching the federal government to have a special grant as a demonstration project under the new policy that had been developed by the federal government at that time. Now, how much progress he has made on that, I don't know.

Mr. Cassidy: If this has been raised before, I will subside, but has the ministry had any discussions with the chairman of the Ottawa-Carleton regional municipality, with the National Capital Commission, or with other municipal officials in Ottawa, or even with the planning officials in Ottawa, about rapid transit planning in the Ottawa area or the Ottawa-Hull area?

Hon. Mr. Rhodes: I haven't met with the chairman, nor anyone from the National Capital Commission, but I do know that there are continual discussions going on between our planning people and the transit planning people in all of the major cities.

Mr. Cassidy: Could the deputy minister maybe give me some indication more specifically of what has been going on with regard to the Ottawa-Hull area?

Mr. Gilbert: We have had an active committee for some time talking about the overall problem of transportation within Ottawa, which has included NCC, the region and, of course, the ministry. This has been going on for a number of years. Maybe Mr. Bidell could tell us just where it sits at the present time.

Mr. Bidell: Yes, as the deputy has indicated, this process has been going on for some time. But more recently, through the auspices of what is known as the administrative committee in Ottawa—which includes members from NCC, the Ottawa-Carleton region, Ottawa transit and also the ministry—we have prepared a report which was submitted to regional council regarding rapid transit.

Mr. Cassidy: I just express a wish that the ministry keep involved, particularly in view of the interprovincial implications of rapid transit in that area.

Hon. Mr. Rhodes: As you probably know, there is a committee that exists. Frankly, we had attempted to meet in Sudbury. Mr. Danson, Mr. Coligan and myself had hoped to meet in Sudbury at the time the discussions went on about the rail relocation bill. That meeting did not materialize; but we still want to have that meeting, at which we will be discussing in general the general transit policies and development planning in that area.

Mr. Cassidy: There is a good deal of—

Mr. Martel: A disastrous day.

Hon. Mr. Rhodes: Yes, it was.

Mr. Cassidy: There is a good deal of frustration in the area about this.

It was interesting, and a bit of a revelation to me, as it may have been to the government, the extent of feeling in the suburban areas of Ottawa about transportation and transit and the need for better public transportation, which we came upon during the course of the by-election.

Hon. Mr. Rhodes: Ottawa has done a pretty good job of improving its transit. I am not saying it doesn't need more improvement. But they have gone into staggered hours, probably the most effective application of staggered hours anywhere. They are moving a lot more people with the same equipment. I don't have to tell you these things. You well know them. So if we can continue discussions and be a part of improving that system, we will be quite happy.

Mr. Cassidy: I recognize the initiative also has to come from the local area, but there is a chicken and egg problem, given the fact that you have the dollars. You have got the—

Mr. Givens: They have got the eggs.

Hon. Mr. Rhodes: We can stimulate it.

Mr. Cassidy: You can stimulate it. You can encourage it or you can retard as, of course, happened with transit over the last two or three years because of GO-Urban.

Hon. Mr. Rhodes: We are prepared to go into these discussions with them any time and, if necessary, to stimulate them.

Mr. Chairman: Mr. Martel.

Mr. Martel: Regarding rail removal, I am not sure I am under the right vote, Mr. Minister. But you brought it in just a moment ago. I just hope—

Hon. Mr. Rhodes: I understand today, that's all.

Mr. Martel: I hope the province stands pat on its position on rail removal.

Hon. Mr. Rhodes: One hundred per cent.

Mr. Martel: The federal government is trying to put to us both barrels, and I see it in Sudbury. If the residents of Sudbury have to pay the cost of that rail removal, it's going to be a catastrophe. That's obviously what came out of that conference in Sudbury. The residents were going to pay a major portion of rail removal costs and the CPR was going to sit high, wide and handsome, with the municipality, and then the province paying the bulk of the tonnage.

Hon. Mr. Rhodes: Two points in that bill give us considerable concern. I think we will probably have to stand our ground on this one, unless there is some more discussion as has been indicated there will be by Mr. Danson. First, the bill states that federal funding will be up to 50 per cent of the net cost of relocation, which means they

would pay anywhere from zero to 50 per cent. Secondly, it was specifically pointed out on two occasions that there was no money available from federal funding to assist in relocating any business or industry due to track removal. Those two points alone—there are other factors—have made us say that we just cannot participate. Financially it would be a tremendous load, certainly on the province and even more on the municipality involved.

Mr. Martel: I listened very intently until I reached a point of frustration, with one top civil servant after another from the federal government laying the trip on us. In the final analysis the city of Sudbury was going to be hamstrung. They were going to pay the cost. It is too bad the CPR wouldn't do as the CN did in Sudbury. The CN moved out from the downtown core, and it didn't cost us \$25 million for them to do it. That's what I understand the figure is in the Sudbury area—\$25 million to relocate. If the city of Sudbury has to pick up \$6½ million, at least, of that it is a major blow to any other development in that area. As I say, I hope the province stands pat on the position it took that day.

I would like to go back to Highway 69. Mr. Bidell, do you have the results of the survey taken on 69 north as to where the realignment would be?

Mr. Bidell: Not with me, but we do have the results.

Mr. Martel: Could you have those sent to me? I would just like to know.

There is something I have spoken on in the past on a number of occasions and have had the sympathy of many ministers, but I am not sure anything tangible has taken effect. These are the small municipalities of northern Ontario. Mr. Minister, I can give you the town of Noelville—

Hon. Mr. Rhodes: No, I don't want it.

Mr. Martel: No, I'll keep it. I do very well there. It used to be Tory but not anymore. It has about 850 people in the townsite and maybe another 700 in the outlying area. When it came together as a municipality, it took in three townships. What, in effect, happens is that these townships have got more miles of road in their area than any formula you could advance would allow them to construct or reconstruct.

I spoke last year on this, and I spoke the year before on it and I don't know on how many other years. The existing formulas

simply don't do anything to allow those municipalities to build up the roads they have because there are too many miles of road for the number of people living in those townships. One can go to Casimir, Appleby and Jennings with St. Charles, another little community, and I think they have got 80 or 90 miles of road. Your present grant structure doesn't allow for that. You have got these municipalities that are really hamstrung all over northern Ontario. You have got Dunnet and whatever it is, that makes up the municipality of Warren. They have more miles of road than they can possibly look after under your present grant formula.

I recall last year and the year before being advised that the ministry would take a look at it and see if it could provide more funding. Some of them get 65 per cent; the next two or three adjacent townships get 70 per cent; and the one down the road gets 75 per cent. I can't understand what's going on. Regardless of the way the formula works, some are getting 65, 70 or 75 per cent. There is simply no way that those municipalities with 80 or 90 miles of road and with 1,500 or 1,600 people can look after them adequately. They just can't.

I have been advised year after year that you are going to look at it. What are the results of the investigation into this sort of thing that I have been raising year after year?

Mr. Gilbert: Certainly every time that these requests come in, and they do continually come in, we review them. Do you remember reviewing these, Mr. Ward?

Hon. Mr. Rhodes: I don't think there is much point in going into the specifics. As I understand it, it is the general policy you are interested in.

Mr. Martel: The whole policy is what I am interested in.

Hon. Mr. Rhodes: One of the problems, of course, is priority. What are you going to do? The municipality is not in a position to be able to fund it, as you have pointed out, out of its own tax base revenue. The formula for arriving at the grants is based upon the ability of the community to pay. I know a lot of the small municipalities in the north and I don't think we will ever reach the point of being able to walk in and to fund these people to the extent that they are going to be able to take these 80 or 90 miles of road you are talking about and bring them up to a very high standard. They are going to have

to be done in stages. There is just no other way you could do it.

Mr. Martel: Yes, I accept that, Mr. Minister. It isn't going to be done overnight. At the same time, one has to recognize that along the 80 miles of road there are school kids using school buses and there are workers who travel from those regions 65 miles one way to their place of work in the municipality of Sudbury. The government of Ontario allowed many of those municipalities to develop through land sales, natural resources and so on. This treatment simply isn't good enough any longer. I don't expect them to be Queen's Highways and paved. Surely there has to be adequate funding so that they can at least be decent dirt roads. That isn't occurring in many of these municipalities simply because they don't have the funding.

Hon. Mr. Rhodes: I think you may be aware of it, but in some of those areas we are paying 75 or 80 per cent of the cost.

Mr. Martel: Right.

Hon. Mr. Rhodes: I think we are putting a lot of money into these areas.

Mr. Martel: For the size of them, I agree with you.

Hon. Mr. Rhodes: I don't think we are being totally unfair. I think we are running into a situation that is very difficult to handle. I am certainly not going to say to you that next year we are going to go out and start building all of these roads up to whatever standards you would consider to be acceptable. The money just isn't that easy come by. And when you are paying 75 to 80 per cent—I heard Mr. Ruston say earlier that his township had concerns and problems because they only get 50 per cent funding, and I'm sure his eyebrows are rising when I say we are paying 75 and 80 per cent in other areas. It is all based on the ability to pay, and we help to develop it—

Mr. Martel: That's what bothers me, Mr. Minister. There is no ability to pay. The number of residents in these municipalities militates against them having the ability to pay. One has to recognize it's those governments that allowed these areas to develop, that encourages them to come together.

For example, I'm trying to discourage two townships that think they will be better off if they form a larger municipal government unit by taking in six townships, although there's hardly a person in four of the townships. What they should be doing, in fact, is

saying, "Let's restrict it to the area that has grown up and has the residents." There is no use in trying to pick up three or four tourist operators' outfits to tax, because the cost of road construction or maintenance is going to far outweigh anything they are going to get in taxation. But the government has encouraged these people to come together.

Hon. Mr. Rhodes: I don't know whether they were encouraged or not, but I think you well know what has happened in many areas in northern Ontario, that development goes out and takes place in a very haphazard way along these various sideroads.

Mr. Martel: Right.

Hon. Mr. Rhodes: You get just as much flak from citizen A, who decides he is going to build somewhere out on a country road. He says he wants to move out of the municipality because the taxes are too high. He wants to trot off to some sideroad, to build a house and to live in that area, saying, "I like the country style living—away from the city." But as soon as he gets his house built, he wants all the city services that he had, such as paved streets, curbs and gutters, garbage collection, and the school down the road.

Mr. Martel: The garbage collection and school buses.

Hon. Mr. Rhodes: That's the sort of thing they are going to start facing. So what are you going to do? Somebody mentioned the chicken and the egg a little while ago. You are in the same position. If you say to them, "No, you can't move out in there," then government is said to be discriminating against them in not allowing them to live in freedom on the land that they bought or their grandfather had given to him by Queen Victoria for fighting in the Boer War. But if we let them go out there, we create the problem you are talking about.

Mr. Cassidy: This is a pretty passionate speech.

Hon. Mr. Rhodes: It's not passionate. I'm not a passionate man—not here.

Mr. Martel: Yes, somebody told me that. I won't tell you who told me that, John.

Mr. Givens: You didn't believe her when she told you.

Mr. Martel: But I didn't believe her.

Hon. Mr. Rhodes: Could you reword that for the record? I'll send a copy to my wife.

Mr. Martel. She knows. She knows.

Hon. Mr. Rhodes: Why did you get me into this, Mike?

Mr. Martel: One thing I've never been able to understand, for example, is how one municipality gets 65 per cent and the other one gets 75 per cent. Is it a toss of the coin? I've never been able to understand it.

Hon. Mr. Rhodes: It's based on their assessment. Mr. Ward, would you explain it to him?

Mr. Martel: Yes, give it to me slowly.

Mr. Ward: To start with, it is based on need and ability to pay. From there on in, we are saying that you have the miles of road in the municipality, you take the assessment to a factored base so that the figure you come out with is the same for any municipality relative to the assessment base. In other words, a factored mill rate of 10 mills paid in Manvers township, say, should represent 10 mills that is paid up in the northern areas. In addition, there is a mileage figure, which we've raised to \$800 per mile of maintenance for rural roads. In other words, we add \$800 per mile as a maintenance figure, and the combination results in the subsidy rate.

The problem we've had—we mentioned this last year, and we still have it—is, as you know, that there was a reassessment involved. That is not in our ministry, but until they get that straightened around, we are having trouble with the factor, which is what you are asking. So we have not reassessed any for at least the last three years, and it is because of this reassessment that the factor we are using is no longer valid. So we haven't been reassessing.

Mr. Martel: Too bad Allan Crossman hasn't stayed around for that one. He might have been able to co-ordinate some of it for you. You know, it almost sounds like Einstein's theory.

Hon. Mr. Rhodes: I am glad we told you about this.

Mr. Martel: Oh I understood it clearly, you know. There is nothing left in my mind.

Hon. Mr. Rhodes: Now the next question?

Mr. Martel: Now the next question is, what does it all mean?

Hon. Mr. Rhodes: It means that one township gets 65 per cent and the other gets 70.

Mr. Martel: Right. That is pretty sophisticated, I will have to admit, but none the less it still leaves the tension amongst the various municipalities and it leaves many, many miles of road where we have to pick up school kids, where we have to have workers travel to work, and in fact the roads are deplorable. Would it not be much more simple to have a standard rate paid to each municipality, a percentage?

Mr. Ward: Yes, I think—

Mr. Martel: It seems to me it would be fairer to the municipalities involved. Maybe I am wrong, but I often wonder about it. In terms of fairness, would it not be better for T and C to determine the average for the north and say, okay, each municipality gets that percentage, so that it breaks the friction?

Mr. F. Young (Yorkview): You don't help the weak municipalities that way.

Mr. Martel: You do help the weak municipalities, Fred, because in fact if you took an average they are going to be brought up to a somewhat higher amount than they are presently getting, because in fact they haven't got the ability to pay it now. I suspect that the richer municipalities get the higher amount in the long run, get more actual dollars than the poorer municipalities who don't have the assessment and so on.

Mr. Ward: The richer ones are basically at a 50 per cent rate. We are talking of the townships now, because all towns and villages are 50, period. There is no variation in the town or village.

In the case of the townships, a great majority of the ones you are talking about are at 50 per cent, but now they spend more money, and I would agree with you there, meeting the other half of the subsidy, but their rate is at 50.

Mr. Martel: The unfairness of it is that many of them got many miles of road that they didn't want and don't really need, but they have to look after them because there are two or three families somewhere off on a road, and they have to look after 10 miles of road for eight or 10 families, and that's the thing that really hamstringing them.

I just don't know what the answer is, except that they need more dollars to bring those roads up. In bringing these townships together—and they have had government assistance—in fact, they have got too many miles of road, and what do you do? It might be cheaper in the final analysis to move some of the homes really. When we

discuss the bill TEIGA is going to bring in for the organization of some of the unorganized municipalities in northern Ontario, I suggest rather strongly that the government might start to look at the possibility of relocating, rather than simply trying to create little ghettos of 50 people, which will be recognized as some type of municipal government but in fact won't have enough tax base even to pay the reeve or the mayor.

Hon. Mr. Rhodes: I can tell you that particular type of philosophy was looked at in one particular municipality in northern Ontario and the people in the area simply said, "No way, we are going to stay right here. This is our home. This is where we are going to stay."

Mr. Martel: I accept that, John, but—

Mr. Givens: Is there inside plumbing in those places?

Hon. Mr. Rhodes: No.

Mr. Martel: You have to agree, John, that unless we are willing to do something more than in Bill 102, to organize some of the unorganized communities is an exercise in futility, because in fact, as the bill now stands, 50 people can determine they want some type of municipal form of government, there is simply insufficient there to do a damn thing, let alone even pay for a council, let alone pay for a clerk-treasurer, let alone pay for anyone.

Mr. Wiseman: Is relocating homes part of your ministry?

Mr. Givens: Yes, what has that got to do with transportation?

Mr. Martel: I think T and C has to be involved in that. If anyone thinks they can divorce that sort of—

Mr. Givens: Divorce? What has that got to do with these estimates?

Mr. Martel: —decision-making from transportation and communication problems, they are simply naive.

Mr. Wiseman: Do you mind if we stick to the vote?

Mr. Martel: I am. I think I am right on and I am sure the minister recognizes what I am discussing. You are dense.

Mr. Givens: He is only tolerating it because he is from northern Ontario.

Mr. Martel: Well, Phil wouldn't understand it; he has never got out of Toronto. You know, there is more in this province than Toronto, Phil.

Mr. Givens: That's not true. I have been to Sudbury many times.

Mr. Martel: Yes, there is more to Ontario than Toronto.

Hon. Mr. Rhodes: He spent a week there one night.

Mr. Martel: That is like saying I have a couple of Italian friends, I am great friends of the Italians.

Mr. Givens: Some of my best friends are Italians.

Mr. Martel: Yes, some of my best friends are Italians, yes sure; but it is part of a problem of—

Hon. Mr. Rhodes: I don't think it is really fair to bring that sort of thing into the discussion.

Mr. Martel: What?

Hon. Mr. Rhodes: All the remarks that are being made.

Mr. Wiseman: It is all right over dinner.

Mr. Martel: You have to be involved in that type of planning though, Mr. Minister. You can't be talking about forming governments in northern Ontario, when in fact T and C doesn't have an input.

Hon. Mr. Rhodes: With all sincerity, I haven't been discussing the formation of governments in Ontario. I don't have a thing here about forming a regional government.

Mr. Martel: Well, are you going to—

Hon. Mr. Rhodes: Not a nickel.

Mr. Martel: Except that when the time comes to start to do some road improvements in those municipalities, who is the first one they are going to come to to improve it? They are not going to go to TEIGA.

Hon. Mr. Rhodes: Well, they might.

Mr. Martel: And they are not going to go to the federal government, I would suspect.

Hon. Mr. Rhodes: They might, under the new DREE programme.

Mr. Martel: They might, but more than likely who will they come to?

Hon. Mr. Rhodes: There is a very strong possibility they may pop up into one of our regional offices.

Mr. Martel: Right on. And what has been your input to date on that bill then?

Hon. Mr. Rhodes: Mine has been absolutely none.

Mr. Martel: Well that shows you what the substance of that bill is then, nothing.

Mr. Chairman: Mrs. Campbell.

Mrs. M. Campbell (St. George): I have a quick question, Mr. Chairman. I take it this government is not going to become involved in any of the costs of relocation of the railroad. There was a committee formed in the city of Toronto, on which I was invited to sit—there was a member of your ministry on it. There was some discussion about a study on the relocation of the railroads at what was called the North Toronto station, the northern line. Would your ministry be in any position to fund any part of a study if they are not funding the relocation?

Hon. Mr. Rhodes: Mr. Chairman, that has been the involvement of the ministry over the years, as far as railroad relocation is concerned, to be involved in the studies as they relate to the transportation.

We became involved in many of these studies as a matter of determining which would be the most economical plan for the municipality where they were faced with a series of railroad underpasses or overpasses for traffic purposes, whether perhaps it would be more reasonable to move, relocate the railroad. The thing that is making us take a rather negative look at this latest bill on railroad relocation, quite frankly, is that it is more of a land-use bill as opposed to being strictly a transportation bill.

We have indicated, and we did so in Sudbury at the discussions, that we would be quite willing to be involved in studies and to share costs as far as the studies were concerned. When we met with the municipal liaison committee, they suggested to us that the formula should be that we would pay 50 per cent of the costs. I forget what the formula was actually; anyway we were prepared to be involved for 75 per cent of the municipal share of the study; that is we would fund 75 per cent of the municipal share.

Mrs. Campbell: And that is still your policy?

Hon. Mr. Rhodes: Yes.

Mrs. Campbell: Thank you.

Mr. Chairman: Mr. Root.

Mr. J. Root (Wellington-Dufferin): Thank you, Mr. Chairman. Mr. Minister, I must say I am pleased to see that you are putting a lot more money—I think it is \$44 million—into construction of municipal roads.

Hon. Mr. Rhodes: It is \$42 million more into construction and maintenance of roads and bridges.

Mr. Root: That is construction and maintenance. This will be helpful, because the traffic load is increasing and the operating costs are getting higher. I can quite understand the concern of other people in the rural areas, and I must say that I do appreciate the formula that you have developed to assist the municipalities that have a lack of assessment.

In my early days, when the grant was dollar for dollar, or 50 per cent—and that included bridges as well as roads—it was almost impossible for the municipality to maintain the roads. We didn't have roads open 12 months in the year; we didn't have the money to plough in winter.

But then when you got up to four-to-one for bridges and culverts, that helped. When you follow the new formula, which is related to amount of assessment per mile of road, I have municipalities in my own riding that are getting four-to-one, or 80 per cent; and I have some getting three-to-one, 75 per cent; and some two-to-one, 65 per cent or in that area.

This has been very helpful. I appreciate what you are trying to do. I am pleased to see more money in this municipal road programme.

I am a little concerned to see that in it you have reduced the amount of money for development roads. Maybe you would like to put on the record why you made that reduction, because the development road has filled another gap for some municipalities with heavily-travelled roads that were—

Hon. Mr. Rhodes: I believe that is already on the record. That very question was asked, I think by Mr. Ruston, a week ago today.

Mr. Chairman: So that item was carried. It was discussed.

Mr. Root: Well I noticed on development roads it is reduced from \$17 million to \$5 million.

Hon. Mr. Rhodes: Yes, but I think actually the same amount of money is in the development road programme, in that now it is strictly on the townships, it is not into the counties as it was before.

Mr. Root: Good.

Hon. Mr. Rhodes: It's for the townships, but the same amount of money is actually there. Although it looks like \$12 million less, it is not so.

Mr. Root: I will be in to see you.

Mr. Chairman: Is item 4 carried? Carried. Item 5, construction services.

Mr. Gaunt: Item 5, Mr. Chairman, I have been waiting for two hours.

Mr. Chairman: Mr. Gaunt.

Mr. Gaunt: I wanted to talk with the minister for a moment about the possibility, only in farm areas, of constructing new highways with a fairly wide shoulder, or alternatively a sort of sub-lane where farm implements can get off to the side without interfering with the main flow of traffic. I don't think there is anything more aggravating than to be behind a farm tractor or a combine that is barrelling down the main highway and backing up 20 or 30 cars. You can't get by, you just sit there until he finally turns off the road or decides to pull over and let the traffic go by.

Now as the minister knows, the ministry is going to build that road through Greenock township on up to Douglas Point. We had some discussion about that and the ministry has agreed to build that road, for which we are very grateful.

Hon. Mr. Rhodes: Sharing with Ontario Hydro.

Mr. Gaunt: Sharing with Ontario Hydro, that's right. The fact is that is very good farming country, and a lot of farm implements will be travelling that road. At the same time there will be a lot of heavy truck traffic on that road because of the movement of steel and other components up to Douglas Point.

I have had one person approach me with this particular idea, and I think it's a good one. I can see some real hazardous situations being created there when we get a number of farm implements moving at the same time as a lot of truck traffic. You don't have to do it all the way along, but I think you should give some consideration to building little—

Hon. Mr. Rhodes: Turnouts?

Mr. Gaunt: Turnouts, right, where farm implements can pull off and let the traffic go by.

Hon. Mr. Rhodes: I think I can safely say you have a very sympathetic ear when you talk about slow-moving vehicles that hold up traffic. In that particular area, if we can put in something that will facilitate the movement of the faster moving traffic, then I think we certainly should.

I recognize the importance and need of passing lane facilities in my part of the world, and in other two-lane highway areas where tourist traffic is a factor; and certainly farm implements are even slower than that. I think definitely we should look at putting in what I think is a very worthwhile improvement.

Mr. Gaunt: Very good.

Mr. McIlveen: What about the ditch?

Mr. Gilbert: I think the width of the shoulder itself—it's eight feet—should be considered on the basis of what they are talking about, so that they can actually have room to get completely off.

Mr. Gaunt: Right. Some of those big combines are very wide vehicles. They take up a lot of the road and it's just almost impossible to get by them if there is sporadic traffic coming the other way. You don't want to take the chance and it just backs up the traffic.

Hon. Mr. Rhodes: This is the type of situation that makes people take those very chances and then end up in head-on collisions.

Mr. McIlveen: Playing Russian roulette.

Mr. Gaunt: Exactly.

Hon. Mr. Rhodes: That's right.

Mr. Chairman: Mr. Cassidy.

Mr. Cassidy: I have two or three things to raise with the minister. One is that—I guess he was absent, actually in Germany, at the time I raised this with the Provincial Secretary for Resources Development. Subsequent word from the ministry has been fairly favourable, but can he now give a commitment that the farm home of the Dugal Jamieson family, which is on the route of Highway 17 north just outside of Renfrew, will be preserved and will not be destroyed by the ministry?

Hon. Mr. Rhodes: Mr. Cassidy, I can tell you that we are changing the line of our right of way to accomplish just that.

Mr. Cassidy: Good. Is it now intended that in addition to changing the line you will also move the home, or are you moving the line of the right of way farther?

Hon. Mr. Rhodes: No, we are going to move the line. I saw some report—I don't know who they were quoting—on the news wire that said we were moving the line and moving the home. That really shook me, and I looked around to see who had developed that programme. I find that we're simply moving the line away from the house. We didn't think it was necessary to do both.

Mr. Cassidy: Good. How far are you moving the highway from the original line?

Hon. Mr. Rhodes: About 80 feet.

Mr. Cassidy: About 80 feet. What is the cost of the moving of the line that far?

Hon. Mr. Rhodes: Fifty-five thousand dollars.

Mr. Cassidy: Yes. What would have been the cost of having the highway go that 80-foot difference if you had planned it from the outset?

Hon. Mr. Rhodes: It would have been the same. You'd have to acquire the same amount of land. I think you know it would have cost us more to try and move that house.

Mr. Cassidy: It was a \$100,000 job; which would have been risky as well, I appreciate that.

The whole episode is very curious to me, given the historical, architectural, aesthetic and every other kind of value of this home, which is more than a century old. I think the minister is familiar with it by now. It's not an ordinary stone house, this is a bloody mansion; or was a bloody mansion when it was originally constructed. Can the minister or one of his people explain how it was that this home, which has a potential value of around \$100,000, could have been valued at \$7,000 and written off as virtually worthless by the ministry people down here in Toronto?

Hon. Mr. Rhodes: I must confess I became interested in this after the question was raised as to what was happening. The original information we received from the federal government was that it had no architectural or historical value. How they arrived at the

\$7,000 value is of a bit of a mystery, but I think the deputy has some idea.

Mr. Gilbert: Mr. Cassidy, when appraisers are appraising the value of a taking of property they do it on the basis of before value and an after value. The cost as far as historic value and what-have-you does not really enter into it.

As the minister has said, when the appraiser and the ministry people first looked for information on the historic value of the house when they were selecting the line, the information we received was that it had no historic value. It was on that basis the appraiser went in and did a before-and-after evaluation of the property, and the difference in the two is how they arrived at the compensation for taking it.

Mr. Cassidy: If you will forgive my saying so, it sounds like a decision made by a bunch of bushy-headed engineers, straight out of the 1950s.

Hon. Mr. Rhodes: If they were bushy-headed engineers, they were federal bushy-headed engineers, thank goodness.

Mr. Cassidy: The ministry, though, made a decision which had the effect of putting the highway right through this house. I appreciate that you were sort of trying to find the best route for the road, but it seems to me not beyond human wit that two years ago, when the decisions were being made, somebody with some knowledge and some appreciation of eastern Ontario couldn't have just looked at the place as they passed by and said: "Hey, look!" You know this is the reason people up in that region get mad at the Ontario government.

Hon. Mr. Rhodes: My understanding was that the property was looked at by what we were under the impression were competent people to determine the architectural or historical value of that building. Agreed it was not from our own ministry. Perhaps in future we shall not rely on those we are not sure of. But our information was that it was not of historical value.

Obviously this was wrong, and there were those more competent and capable who have shown us this was not correct. As a result we have moved the alignment and the house will remain where it is. I think we will accomplish what we want.

Mr. Cassidy: It's come out the right way.

Hon. Mr. Rhodes: Right.

Mr. Cassidy: May I point out for the record that the minister fought this all the way up to divisional court; against two or three reversals in the lower courts, in order to go ahead? There was a certain characteristic obstinacy there which might have led to the contract being completed on either side of the Jamieson land. You now have been blocked for a year or so from getting on that land and completing that particular section of the new route.

Mr. Gilbert: I think, Mr. Cassidy, you would have to agree the ministry went through the procedure available to the owners in asking for a hearing of assessment, and the process carrying on from that. This legislation was enacted in 1968 to protect the owner from just this type of thing. I think he just followed the legal machinery available to him.

As the minister said, it has resulted in preserving this home, that was of course very valuable to the owners as well as being of historical value to the local communities.

Mr. Cassidy: The procedures under the Expropriation Act and the hearing of necessity in fact are worthless, ultimately, if the minister will not heed the advice of the hearing officer.

Mr. Gilbert: The hearing officer approved the taking of this.

Mr. Cassidy: But he recommended strongly that the road avoid the house and the house not be demolished. I think he recommended the house be moved. That advice was not only ignored, but when it went to the courts the courts twice said; "Look, the hearing officer makes a lot of sense"; and then on technicalities ruled against the ministry. But what they were really saying was: "Look, listen to the hearing officer."

The ministry, or the minister, would not listen to that advice. It was only after all the legal rights the Jamiesons had were exhausted that you had the right to go in there and tear that house down. But because of publicity, and because this minister took an interest in it, finally the house has been preserved.

Mr. Gilbert: I think, Mr. Cassidy, the hearing officer recommended that the taking go ahead. But he did suggest it be investigated further to determine the historic value of this home.

The ministry again went back to the federal authority, and asked them to re-examine the historical value of the home. They came

back with a more detailed report saying exactly the same thing, that it had no historical value, that there were at least 2,000 homes exactly the same. What we ended up listening to was the advice of the local historical expert, if you want to call him that.

But the people in Ottawa stated emphatically that there were at least 2,000 of these homes in Ontario and therefore it had no historic value whatsoever.

Mr. Cassidy: Well, obviously you may have been asking the wrong questions. There aren't 2,000 in Renfrew country, which might make it something different. Would the ministry be willing to table the correspondence with whoever it was in Ottawa you were corresponding with?

Mr. Gilbert: Yes.

Hon. Mr. Rhodes: Certainly.

Mr. Cassidy: Could some of that be tabled in the House so we could have a look at it?

Hon. Mr. Rhodes: Either here in this committee or in the House, whatever you like.

Mr. Cassidy: In the committee is fine.

My next question is about Highway 404. What is the procedure for participation in decisions about major road commitments by the ministry?

Hon. Mr. Rhodes: I think I'll let Mr. Bidell give you the short routine he's gone through many times.

Mr. Bidell: The process of public participation on major road projects, and indeed any major transportation project is, during the course of this study, to involve not only the municipal representatives, both elected and officials, but also external teams, representatives from ratepayers association and so on. There are meetings throughout the course of the project to examine the findings as they are produced along the way, and these meetings, and the results of these meetings, are all inputs into the final decision.

Mr. Cassidy: What was the process of participation that preceded the announcement about two weeks ago about the extension of Highway 404 from the Don Valley Parkway and the elevation from a two-lane road to an expressway?

Hon. Mr. Rhodes: I think perhaps I had better get into this one, because that—

Mr. Cassidy: He was doing fine.

Hon. Mr. Rhodes: I know, but I am the one who made the decision, not Mr. Bidell.

Mr. Cassidy: Okay.

Hon. Mr. Rhodes: So I think it's only fair that I answer the question.

Mr. Cassidy: Fine.

Hon. Mr. Rhodes: The original plan, as you know, was to have Highway 404 as two lanes right through to Markham; and there would be four lanes from Steeles down to Sheppard as I remember, is that correct, four lanes from Steeles down to Sheppard?

Mr. Bidell: Yes.

Hon. Mr. Rhodes: I met two or three delegations from the regional area, from the region of York and from Markham, from Richmond Hill and Newmarket, who complained bitterly that we were not doing the right thing up in this area by leaving it at two lanes, with at-grade intersections without going into the developing of proper interchanges. I think Finch Ave. was one that they were very concerned about—

Mr. Bidell: Steeles Ave. was one.

Hon. Mr. Rhodes: And Steeles Ave.

They were also very concerned about the volumes of traffic that were being carried on Don Mills Rd., saying that it was turning into nothing more than the longest parking lot in Canada. They really emphasized their concern about this.

Also, I can tell you that the two members from the area, Mr. Hodgson and Mr. Deacon, both came to me urging very, very strongly that we give reconsideration to this.

So I went back to look at the plans. We took a look at the projections for population growth in the area as far north as Markham; also what the traffic volumes are now and what the projected traffic volumes would be, even with the Richmond Hill GO commuter service going in.

Including all of these things, we were going to perhaps be creating what I thought, from what I could see, was a hazardous situation with the way the intersections would be, plus the fact that we were not going to be able to really handle the volumes of traffic.

I say this very, very straightforwardly. I have been reading in the press lately—in both the Star and the Globe in particular—about how Premier Davis had done a turnaround on his policy. Premier Davis, quite frankly, for what it's worth, knew about the decision

to change the plan for Highway 404 when I read the statement in the House. He hadn't heard about it before. I made the decision to go ahead and widen it.

We are going to proceed. We know it takes another year to carry out any design, and in that time period I am sure we will have the necessary participation of the people in the area as far as design is concerned, so that we will find out what they have to say.

Mr. Cassidy: Hold on. What do you mean by participation? You make a decision to have an expressway and then you ask people whether they want to have trees along it instead of grass, is that right?

Mr. Gilbert: We have had the 404 right of way since 1960.

Mr. Cassidy: Yes.

Mr. Gilbert: It has been there since 1960.

Mr. Cassidy: Right.

Mr. Gilbert: And the two-to-four lanes, as the minister was saying, and the other two lanes, were part of the overall plan to build what was originally planned in 1960. But as the minister said, with the representations made to him, he made the decision to go ahead and do it now.

Mr. Cassidy: What kind of groups made these representations?

Hon. Mr. Rhodes: I think I mentioned them earlier. There were the mayor and members of council from Markham, Newmarket, Richmond Hill; the York regional people, the borough of York; along with the two members of the Legislature who are directly involved in that particular area, Mr. Hodgson and Mr. Deacon.

Mr. Cassidy: Have you held any meetings in the immediate area, or have you held any meetings in the area which will be affected by traffic coming down 404 on to the Parkway and into downtown Toronto?

Hon. Mr. Rhodes: I haven't. I don't know what my officials may have done in this area.

Mr. Bidell: Do you mean prior to it?

Mr. Cassidy: Prior to making this decision, yes.

Mr. Biddell: There were meetings with the local representatives, municipal representatives, both elected and officials, and also the ratepayers' associations from the McNicoll area, which is an area just between Finch

and McNicoll on the west side of the right of way.

Mr. Cassidy: Have you held any public meetings as opposed to meetings with a particular group at their request?

Mr. Bidell: They're public in the sense that the public that was affected by this whole scheme was at the meeting.

Mr. Cassidy: Have you talked to anybody in the area to allow them to express contrary opinions or to talk about the alternatives to, say, certain forms of public transportation to meet their commuting needs?

Hon. Mr. Rhodes: I would say no.

Mr. Cassidy: Doesn't that make a bit of a farce of the participation process if you announce an expressway without any prior consultation on a general basis but merely respond to interest groups that want it?

Hon. Mr. Rhodes: Not any more than responding to interest groups that don't want it. There are two types of groups, those that do and those that don't, and somewhere along the line, somebody has to make a decision. The highway right of way was first acquired in 1960—14 years ago. Sufficient right of way was acquired to put in the four lanes if necessary. Originally, the plan was to go ahead with two. Quite frankly, as I said before and as the deputy has said, this was changed as the result of—call them special interest groups if you like. I'll go back to the member's words of a little earlier. These are the elected people in the area at three levels of government, at the provincial level, at the regional level and at the municipal level. All of them came, individually and collectively, and said: "You're wrong. You're doing the wrong thing. We want that thing done in this way. The right of way is there and we need this facility. We need the safer interchanges. We need the better interchanges rather than the at-grades. We need some changes made here so that the traffic can flow properly, when you consider the volumes that can reasonably be expected with the number of cars that will be going into these areas to live." Frankly, I thought that the case was well made.

Mr. Cassidy: If the member for York-Forest Hill and—

Hon. Mr. Rhodes: The member for Downsview (Mr. Singer)?

Mr. Cassidy: —the member for Downsview, yes, come to you, along with Mayor Lastman

of North York and along with Metro Chairman Paul Godfrey, and ask you to complete the Spadina Expressway, are you, therefore, in that argument, now going to reverse the decision of the Premier and of this government and build the Spadina Expressway?

Hon. Mr. Rhodes: First of all, what I would want is to hear from all of the various boroughs that would be affected. I would like to hear from the mayor of the city of Toronto and the council. I would like to hear from all of the engineering staff, just as I did on the question of 404, and I would do exactly as I did on the question of the 404. I would evaluate in my own mind what sort of a position they had made and then I'd make my decision.

Mr. Cassidy: When you made the decision about Highway 404, what consultation did you have either with Metro Toronto or with the city of Toronto, since much of its traffic will eventually come down the Don Valley Parkway?

Hon. Mr. Rhodes: I did not have any consultation with Metropolitan Toronto or with the city of Toronto but I believe my officials have had many, many discussions. I know Mr. Cass, for one, has been in discussions with the ministry—

Mr. Gilbert: Over the years, sure.

Hon. Mr. Rhodes: —as well as other members of the engineering staff of the city of Toronto and Metro.

Mr. Cassidy: Wait a minute. You said in the Spadina Expressway you were going to meet with the elected people in the city of Toronto but in the case of the 404 you don't and you won't and you haven't.

Hon. Mr. Rhodes: I think it's an excellent idea. I met with the elected people.

Mr. Cassidy: Not in the city of Toronto or Metro Toronto.

Hon. Mr. Rhodes: The Spadina Expressway would eventually come right into Metro, I think, or into the city of Toronto.

Mr. Cassidy: What is the difference in traffic volumes, say, at the end of the Don Valley Parkway just north of the 401 which you would anticipate in 10 years time as the result of the creation of the Highway 404 expressway standards?

Hon. Mr. Rhodes: Can you give an answer to this, Mr. Bidell? I don't have one.

Mr. Bidell: The traffic at the north end of the Don Valley Parkway now, that is, between, say, York Mills and Highway 401, is around 100,000 vehicles per day. What the future volumes will be in 10 years at this exact point is difficult to say. It will be the result of how rapidly the development takes place. But the construction that is now being designed is for six lanes north of Sheppard Ave. up to Steeles, and four lanes from Steeles north to Newmarket. That is the design of the facilities.

Mr. Cassidy: Okay, what is the projected volume on the six-lane stretch between Steeles and the Parkway?

Mr. Bidell: In 10 years' time?

Mr. Cassidy: Well, say in 10 years' time.

Mr. Bidell: Irrespective of whether it is a freeway or a four-lane controlled access arterial as it was originally planned, the difference in volume because of change in standard won't be that much.

As you know, a four-lane arterial roadway with left turn slots and right turn slots—and with no private access to the road, as this road would have had—can carry a fair volume of traffic.

I would say that in 10 years' time that facility would be operating at full capacity. This means it could handle about 50,000 vehicles per day. That was the original design.

Now, changing to the freeway is not going to make that much difference to the traffic at that point—that is, just north of Sheppard up to Steeles. But the operation of the road all the way to Newmarket makes quite a difference as to whether it is a two-lane roadway or a four-lane freeway.

Mr. Cassidy: How many cars per day would the two-lane facility handle, and how many can the four-lane facility handle?

Mr. Bidell: The two-lane facility can handle upwards around 8,000 vehicles per day. The four-lane facility, if it is running full, can handle upwards of around 40,000.

Mr. Cassidy: About 40,000. Okay. Well, in other words, at the very least we are talking about an extra 30,000 vehicles per day—many of which will try and get on to the Don Valley Parkway, which is still handling 100,000.

Mr. Bidell: No, not so; because the volumes don't just suddenly materialize as 40,000 up at Newmarket and continue all the way

down. It is a gradual build-up. A four-lane freeway, say, at the Newmarket end, won't be anywhere near 40,000. But as you get closer to the Metro boundary and as it picks up traffic from Richmond Hill—as the minister has indicated—and Markham and so on, this is where it will build up to between, say, Steeles and Sheppard avenues, to about 50,000 vehicles per day in about 10 years.

Mr. Cassidy: Okay, the point I am making is: I presume that the capacity between Markham and Newmarket, for example, will not be over-used; that it will be fairly easy driving, even in the rush hours, along that part of it.

Mr. Bidell: The demand from Newmarket south will certainly be more than the capacity of a two-lane roadway.

Mr. Cassidy: Right. The point is, though, that you are going to get 40,000 vehicles per day in peak periods coming down on to the Don Valley Parkway. Many of them will have the desire to get into midtown Toronto to go down to these great concentrations of white collar employment, which are being created in the central core of the city.

You are going to have chaos and you are going to have this minister or subsequent ministers, and these officials and subsequent officials, having to make the decisions about whether to expand the Don Valley Parkway, or to leave it as it is.

It is a facility which right now is at under conditions of congestion for something like 2½ to three hours every morning and every evening. In 10 years' time, it is probably going to be under conditions considered undesirable by the road experts for about 12 hours per day. Am I right? And without the addition of this extra traffic.

That is why the planning and the decision of the minister—if he acknowledges that as a personal decision—is so questionable, particularly from a government which had taken the decision on Spadina. It said in effect that it rejected the use of automobiles as a continuing means of increasing the flow of commuters from the periphery of the city into the downtown core.

Hon. Mr. Rhodes: I think you also have to recognize, though—and I am not for a minute suggesting that there will not be an increase in the flow of traffic down the 404, because we can see by the projections, that have been made that there will be a growth in the population in those areas that will be served by Highway 404 — that there is another factor that everyone seems to forget and that

is that these things don't run downhill one way. There is traffic going the other way as well. We have been experiencing—and it has been experienced in that area—a considerable amount of congestion in the northbound traffic coming out of the city and trying to get up into that area. So there are two ways you have to look at it. This is especially true of the weekend traffic. If you talk to anyone who lives in that area, you'll learn there is a tremendous backup of traffic going out of the city on the weekends. So this has to be accommodated too.

Everyone always talks about the traffic that is coming into the city, but with the city growing and an increasing desire by people not only to live outside the city, but to work outside the city, I don't think the day is far off when we may very well see the start of a reverse flow, which also will have to be accommodated.

That decision was based upon the fact that that growth area out there is going to have some sort of traffic facility. How far out can we go with commuter traffic as the sole purpose of bringing people in? I don't know. Where do you cut off? Do you cut off at 35, 40, 50, 60 miles? Do you bring them in from North Bay? I don't know.

In this overall transportation pattern, you can't get yourself married to one particular method of moving people. That's my feeling. I think you have to have a well-balanced system of moving people. Part of it is going to be highway and part of it is going to be transit.

Mr. Cassidy: Well, you are putting all of this on the record.

Hon. Mr. Rhodes: That's right.

Mr. Cassidy: This facility is comparable to Spadina, only you weren't able to take the decision the Premier took on Spadina two or three years ago. The government is now reversing itself in terms of urban expressways. In fact—and nobody really has talked about it; I propose to talk about it in a minute—the decision-making of this ministry about Highway 401 and the continual expansion of Highway 401 has been a disguised kind of rebuttal to the decision about the Spadina Expressway. You have continued to encourage an automobile-oriented kind of transportation within Metropolitan Toronto, with enormous investments of dollars unrelated to transportation planning generally for the Metropolitan Toronto area.

This decision about Highway 404 is ad hoc-ery at its worst. Sure, it has been created

because of growth areas; it has been created because of the central York servicing scheme; and it has been created because of the tremendous and abnormally rapid growth of Markham as a place for people to escape to because they couldn't afford housing prices within Metro Toronto itself.

Your planning is going to pot. The central Ontario region plan is going to pot. And now this is the first of what one can safely predict may be a whole series of ad hoc decisions, which ultimately get us into greater and greater chaos.

The effects of Highway 404 will be beneficial for a while up in the Newmarket and Markham areas. The commuters up there will be delighted. The congestion, whether it be northbound or southbound, will be alleviated for a while. But on the Don Valley Parkway, which is the longest parking lot in town for an hour each day, morning and night, and just about for another hour on each side of that peak hour it is simply going to aggravate the problems that exist there already. There are no alternatives being offered by the ministry. There is a lemming-like kind of attitude as far as drivers are concerned about getting into their cars and using their cars to get to work, and that is simply being encouraged by the ministry and by the Highway 404 decision.

Mr. Gilbert: Mr. Cassidy, there is one thing we have to keep in mind. As the minister has mentioned, in the discussions with the regional municipality, one of the things they pointed out—and it is one thing I am sure we would have all been concerned about—was that their only alternative would have been to start widening Don Mills Rd. I know it's a regional municipality road, but it is really one of the most historic roads in this province, running through Victoria Square, Buttonville and on up that way. That was one of the alternatives that they were faced with, and it would have meant destroying all kinds of historic homes and other types of historic buildings along that right of way. This was what the region municipality faced if the minister hadn't taken the action to go ahead with Highway 404.

Hon. Mr. Rhodes: I don't really think, and I doubt very much whether any government will ever reach the point that I think has been suggested by you, Mr. Cassidy, that you just turn off the automobile entirely. We are not going to do that. There will always be people who want to ride in their automobiles—

Mr. Ruston: You'd close all the factories if you do that.

Hon. Mr. Rhodes: —and everybody who rides in the transit systems that are here, the subways, the streetcars, the buses, I think if you follow them around long enough you will find them all climbing into a car at one time or another.

Mr. Young: Mr. Chairman, since you are deciding if you are going ahead with 404, are you making provision for parking somewhere at the periphery so that people can get to the rapid transit lines, park their cars and come downtown the way they do in New York and other big cities? This is something that I think ought to be done on 400 as well, and I have spoken of it in this committee before. If that kind of planning could be done it would alleviate the traffic coming into town. The people who are coming down from Newmarket could get on the rapid transit and come right in, leaving their cars outside the city entirely. This would be a tremendous advantage in the whole traffic situation.

Hon. Mr. Rhodes: I think that is a practice that is being followed. On top of that, as I mentioned earlier in this discussion, we will be developing the commuter rail service from Richmond Hill as well. There will be a capability of getting to that area, getting on that commuter train system and coming in.

Mr. Young: You are thinking in terms of locations of parking lots where this can be done?

Hon. Mr. Rhodes: Yes. We are not just going in to build a highway and forgetting about the very real need to provide for the transit. We recognize that, and we intend to do both. I think that you have to do both if you are going to accommodate the type of growth that, as you say, is unexpected or unpredicted. Absolutely. To sit here and say that this is going to happen, or that is going to happen, maybe in the totally controlled and planned society that you have in the back of your mind, Mr. Cassidy, that will work out. I don't feel that I could totally control and beautifully plan structured life, that's where you and I come apart philosophically.

Mr. Cassidy: Okay. If you'll forgive my saying it, what we see from eastern Ontario, and what Bud, for example, sees from the north, is this government continually putting investments into the Metro Toronto area and its surrounding region, which facilitate growth, which encourage such things as resi-

dential development up in Markham and Newmarket and other areas like that, and which therefore perpetuate the kind of tremendous growth in the Metro Toronto area while the rest of the province goes to rot. You lend yourself to that in decisions such as making 404 an expressway rather than going ahead with the original plan.

Hon. Mr. Rhodes: I think if you look at what some of the activities of this ministry and others have been in the last number of years, certainly in eastern Ontario we have gone in and I think we have got to work and put in a much-needed facility, Highway 417. We even delayed the 417 in the interests of the good people in the Kanata area, I think it was, by letting them have their study so that we could fit into their overall plan. You don't have to sell me on the shortcomings of the highway systems in northern Ontario; I was travelling on them when you weren't sure where the north was. I recognize those shortcomings. We have been going ahead and trying to step up that programme, and I think Mr. Germa will agree—

Mr. Cassidy: It has taken you 30 years to get to that point.

Hon. Mr. Rhodes: I haven't been around 30 years. I think maybe my attitude might be a little different than it was 9½ years ago.

Mr. Cassidy: That's good.

Hon. Mr. Rhodes: But I can also say—and I am sure Mr. Germa will agree—that there has been a vast improvement in the facilities of moving traffic around the city that he comes from. I have been going to that city for a number of years and the city of Sudbury has turned into a pretty fine city, with some pretty fine traffic patterns, and this ministry has played a very integral part in providing that.

Mr. Young: And pretty fine members from there.

Mr. Gilbertson: You have done a fine job in Algoma.

Mr. Germa: Now that my name was mentioned, Mr. Minister, I don't think you should break your arm patting yourself on the back.

Hon. Mr. Rhodes: I am not patting myself on the back; I am patting the ministry on the back.

Mr. Germa: I think what really solved the traffic problem in the city of Sudbury was

when International Nickel Co. curtailed the work force by about 8,000 in the past two years. International Nickel Co. not only solved their housing problem, they gave us a 13 per cent vacancy rate. By eliminating 8,000 jobs they got rid of about 50,000 people, and everything just fell into place.

Hon. Mr. Rhodes: Well, I would hope that somewhere along the line you would be able to have a positive attitude about that city you come from, because I think it is a heck of a fine place to live in and come from. I am not knocking it as much as you have and I am not even living there.

Mr. Germa: Well, when we had a 0.3 vacancy rate in apartments and people sleeping in station wagons it wasn't a very fine city.

Mr. McIlveen: What is your population compared to what it was 10 years ago?

Hon. Mr. Rhodes: I wasn't a member of the municipal council either, at the time you may have predicted some of these problems.

Mr. Cassidy: The only point the minister misses is that there were, I believe, over the last 30 years some Conservatives from the north in this government and also from the east. The east has been blanketed with them, for God's sake, and it has taken an awful long time for these things to happen outside of Metro Toronto.

Hon. Mr. Rhodes: You won't get an argument from me on that.

Mr. Cassidy: Okay, that's good.

Two quick points, Mr. Chairman. First, noise barriers have been tried on the Don Valley Parkway and in other parts of Metro Toronto. Is the minister willing to experiment with those along the Queensway, where there are residential areas that are much closer to a major expressway than there are in Toronto?

Hon. Mr. Rhodes: The Queensway in Ottawa?

Mr. Cassidy: Yes.

Hon. Mr. Rhodes: I will have to turn to those who are more familiar with that area than I.

Mr. Bidell: No, we are not planning at this particular moment any noise barriers along the Queensway, but we are carrying out further tests in the 401-Warden Ave. area, with a different kind of barrier than

heretofore has been tried by any jurisdiction. This consists of a steel gauge fence 10 ft high, which is in place now, and we are now evaluating the results of this test. Until these evaluations have been thoroughly assessed and analysed, there is no decision at this moment to proceed with any further noise barriers.

Mr. Cassidy: Let me put the minister's commitment to development outside of Toronto to the test. The tests on these barriers have all been conducted in the Metropolitan Toronto area until now. Up in Ottawa there are houses which are located as little as 15 ft from the Queensway, which is an expressway that carries the same kind of volume as the Don Valley Parkway. It is six lanes at that point in my riding, as it happens.

Is the minister willing to transfer some of those tests and evaluations of noise barriers—I grant that they may or may not work—to the Ottawa area, where there is an expressway with similar problems as exist in Toronto, rather than having all those tests go on here in Toronto?

Hon. Mr. Rhodes: I think we could certainly look into that. I see nothing wrong in having tests in other parts—you don't have to test the world here. But one of the things I must say is that we have had numerous complaints from the people in the area that we are talking about—Warden and 401, and in other parts here in Toronto, where there have been some methods of noise barriers used which have failed, really. Frankly, and I say this in all sincerity, I have not had the complaints from the Ottawa area or even people asking us. We were requested to do something about noise barriers out at the 401 and Warden, and we went ahead and started in with this testing of the new mode, but we haven't had the complaints from the Ottawa area that they wanted noise barriers put up.

Mr. Cassidy: It is a characteristic of eastern Ontario that it has been neglected for so long that people don't realize and haven't realized that maybe governments can do something about their problems. People are complaining now in this area.

Hon. Mr. Rhodes: I think you underestimate the intelligence of the very people you represent.

Mr. Cassidy: Anyway, the request is now made and registered.

A final point is that I would like to commend the minister for his interest in passing

lanes. I would like to suggest to him that in addition to Highway 17 east of Ottawa at Rockland he consider the following roads as areas in eastern Ontario which carry a heavy tourist traffic and which do not appear slated to have early improvements or further improvements in the near future from the ministry.

The prime one would be Highway 7, which is the spine of eastern Ontario, and which carries a tremendous recreational traffic in the summer in particular. It is a winding road, a fast road, but is blocked with recreational vehicles for 150 miles to the west of Ottawa. Highway 37, through Tweed, is the major connecting link between the Highway 401-Highway 7 route to Ottawa.

Highway 15 from Kingston past Collins Bay, again a congested highway, is being improved in this year's programme, but once again has the problem of passing with recreational vehicles and to a lesser extent truck transport. Highway 17 north, once again, for 120 miles northwest of Ottawa, is being improved by the ministry, but passing lanes are needed there, too, and again there is a heavy recreational kind of component. It is also part of the Trans-Canada Highway.

Also Highway 41 in the area around—I don't know the road well, but it is the recreational road that goes up toward Eganville.

I just mention those roads as being ones that could do with it. I would suggest that the ministry move ahead very quickly with this programme. I think it is a very useful one, and one for which the minister should be commended.

Hon. Mr. Rhodes: Well, I can tell you that on all of these particular two-lane highways, with our experience in the heavy recreational traffic that you have just mentioned, and generally the traffic increasing all the time, where we know full well that it will be a fair length of time before we will be able to put in the four-lane type of facility divided highway, that it is my policy—and the ministry officials well know it—that we will have a continually escalating programme of passing lanes on these highways, not just truck-climbing lanes up hills, but regular passing opportunities every so often along these highways and properly signed.

Mr. Cassidy: Good.

The committee adjourned at 10:30 o'clock, p.m.

CONTENTS

Thursday, November 14, 1974

Administration programme, concluded	S-2381
Construction programme	S-2387
Adjournment	S-2410

LIBRARY

UNIVERSITY OF TORONTO



Ontario

Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Standing Resources Development Committee

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Friday, November 15, 1974

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



10

CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

FRIDAY, NOVEMBER 15, 1974

The committee met at 11:05 o'clock, a.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

Mr. Chairman: Order. Mrs. Campbell.

Hon. J. R. Rhodes (Minister of Transportation and Communications): Mr. Chairman, before Mrs. Campbell starts, last evening the member for Ottawa Centre (Mr. Cassidy) asked if we would table the exchange of letters concerning the Jamieson house. I would like to table that with you at this time for the committee.

Mrs. M. Campbell (St. George): Mr. Chairman, I have two matters I would like to discuss under this vote. One flows from the discussion with the member for Ottawa Centre last night. Insofar as the ministry's meetings with the people in the north portion of the area in question, I have to say that when my colleague, the member for York Centre (Mr. Deacon), approves it, I know from his reputation that he has indeed discussed it with both the pro and con groups; he has a genius for bringing dissident people together. So in that area I don't subscribe to all that was said last night.

However, I think it would be wrong for me as a city member not to express some concern over the inevitable increase in traffic on the Don Valley. What is of concern to me is the ingress and egress to and from the Don Valley at the city end. I wouldn't think that a good engineer would call it the best kind of engineering feat. It is a very difficult kind of exit and ingress throughout.

As you know, we now have the suggestion of a further look at Spadina. I would like to be assured that at first we are not going to be looking, because of this kind of problem, at a crosstown expressway in order to relieve this before we even look further. Last night I said—sotto voce perhaps—that it seems to me that one of the problems with these expressways is that they are usually obsolete before they are completed, so the cars tend to want more and more land. I put that out because I feel I have

to express that concern. You get off the Don Valley, coming south, by Bloor, the cutoff, or down at River St. I would not think an engineer would consider any of those points to be optimum in any way. I would like to know, therefore, whether there is anything in the planning stage concerning any change in those terminal points, if I may call them that, in the ministry at this point?

Hon. Mr. Rhodes: Mrs. Campbell, we really don't have any plans, because as you know the Don Valley is a Metro facility—

Mrs. Campbell: Oh, I know that.

Hon. Mr. Rhodes: —and they would be making any changes, or plans for changes, and our involvement would be, as it is in any other municipal project, on a subsidy basis.

Mrs. Campbell: Then may I put it perhaps more diplomatically: Is the minister aware of any proposed changes to accommodate the increased congestion of the Don Valley?

Hon. Mr. Rhodes: I understand that Mr. Cass of Metro Toronto has indicated he has some concern about, I suppose the same things you have mentioned. He will be having discussions with the ministry and letting us know what some of his planning thoughts are in this area. I don't know whether the member has any confidence in that or if you aren't too sure of his capabilities.

Mrs. Campbell: I have no doubt as to his capabilities. I just know that, left to him, Toronto would be one massive concrete road from one end to the other.

Hon. Mr. Rhodes: Of course, there is a very easy solution to that problem, but that is Metro's decision.

Mrs. Campbell: Exactly, and one on which I was a failure, I'm afraid.

Might I, Mr. Chairman, at least be kept advised, and might your officials have this sort of directive from the minister, that I could be kept advised as to any development in this area?

Hon. Mr. Rhodes: I fully appreciate, Mrs. Campbell, that you have an interest in that, as

I suppose all of the Metro members have. I see no reason why you can't be kept appraised of what's going on.

Mrs. Campbell: It would be of particular importance in a parochial sense to the members for St. David (Mrs. Scrivener) and for St. George, because the effects are immediate there; and, I would presume, in Riverdale, although it doesn't seem to come into it in quite the same way.

Thank you, Mr. Chairman. The other point I have in mind is that I think you must be aware of my deep concerns about the whole matter of the way in which this government, through its officials, moved in the matter of the island airport committee. One of the things that we have to move to in this century in the political scene is disclosure politics. If we don't move to that, then we set up a kind of suspicion in people's minds, an anxiety about what is happening. Certainly if any civil servants take the position or believe that they are the servants of the party in power and not of the people of the province, then there is something very wrong in the approach.

You are aware of all of the questions which I raised at the time in this matter of the conduct of this committee. I am afraid that it is incumbent upon me to go back over some of the past to clarify some of the problems. I would like to know, for example, why there were no public meetings, since the matter of the Toronto Island Airport and its development is of tremendous importance to the people of Toronto, as indeed to the people across the province.

I would like to know why two of your officials were opposed, particularly the chairman, to permitting observers to be present; and why, when the request was in its final form for non-elected observers from the Liberal caucus to be present, the chairman excluded them; and why the request went to the committee as a request to sit on the committee, which was not the case at the time that it was put. I would like to know now from the members involved why, when it was approved at the committee that full minutes be distributed to those of us who were concerned, the reported minutes were varied from the original minutes.

I don't know whether it was the chairman or who it was who made the decision, notwithstanding the effect of the vote in committee, that we would receive only summaries. It's interesting that the summaries, if that is what they were supposed to be, just deleted those things which might have significance. The chairman briefly outlined MTC participation in air service and air strip development. That

was in. The part deleted pointed out that, while the major effort is presently concentrated in northern Ontario, MTC will undoubtedly become involved in the south in the future. It was regrettable, Mr. Chairman, that at that very time the minister, and I am sure he wasn't trying to mislead us, was stating in the House that, of course, this member for St. George knew that air travel was a federal matter.

It's unfortunate that this is the thrust of this situation.

Hon. Mr. Rhodes: And it is still so.

Mrs. Campbell: Yes, but let us just ask the question why this type of deletion was made instead of forwarding the full minutes. Why did the chairman, who is your employee, vote to break a tied vote to oppose opening those meetings up?

Hon. Mr. Rhodes: Well I would have to ask, Mrs. Campbell, why did the other members of the committee who opposed it vote? I think it is very unfair to point the finger at one member of that committee who happened to be the chairman. I think you are singling him out unfairly, with respect, because he happens to be an employee of the ministry.

There were other members of the committee who voted in opposition to having the meeting open. He was placed in the very unenviable position—as I am sure you have been on occasion as a chairman—of having to cast the deciding vote. You have a 50 per cent chance of being wrong in at least half the people's eyes.

Mrs. Campbell: I think, Mr. Chairman, if the members of the committee had been, shall we say, the provincial government members, or federal government—who voted, incidentally, to allow it to be open—

Hon. Mr. Rhodes: Excuse me, may I clear the record? There were no provincial government members on the committee.

Mrs. Campbell: The chairman was not?

Hon. Mr. Rhodes: He is not a member of the government.

Mrs. Campbell: All right, I am sorry, government official. I didn't want to mislead you on it.

Hon. Mr. Rhodes: No.

Mrs. Campbell: One of those voting against us was one Mr. Pentland, according to this, who was from the Ontario Aviation Council. These are the sorts of people who had a vote, according to our records, and who therefore

took precedence over the request of citizens at large.

It was interesting. The Harbour Commission, the city, and the federal officials took a position in favour of opening, according to our records. I wonder if it is a matter of government policy that was being expressed by the chairman in not permitting open meetings. You know that one of the excuses given, or should I perhaps say reasons, was that the committee was technical, and yet, of course, you had non-technical people on it.

Going from there, I would like to know why, on page 20 of the final report, we say: "Some noise contours have been developed." Why are we not in a better position at this time to inform the people what the actual effects of the STOL operation would be on the Island Airport? Why did we start off with a predicted number of passengers per year, of between one and two million—that was one of the deletions in the first minutes we had—and then reduce this estimate to between 600,000 and 1,089,000 in 1977, and increase it to between 1,145,000 and 2,700,000 nearly three million—by 1990? Are we trying to play down the actual usage? Will you clear up the confusion over whether or not STOL and conventional aircraft operations can be combined, given that their approach angles are different?

I think it is important that we look at this, because the answer to that question can perhaps answer the concerns of those who feel that it will be inevitable that there be two airports on the waterfront.

Why is it stated, on page 24 of the report, that an additional hangar would be required by 1980 when on page 36 it is stated that additional buildings would not be required?

Why do you state in one part of the report, table 5.1, that with a phase-out of the Island Airport, activity must be served elsewhere and that a new general airfield "will be required," when on page 45 you say that changes "may be required" and in table 5.5 you switch back to "will be required."

Can we know what impact studies were made on downtown transit that would allow the statement to be made at the second meeting that ground access was "no real problem" and that public transit could be designed to meet airport requirements, presumably between one and two million people per year? Did you consult with the Metropolitan Toronto Transportation Plan Review or the TTC? And if you did, why is there a confession, if you like—which may be good for your soul—that you don't know the cost of improved transit?

Mr. Minister, the situation is that we not

only meet with denials or refusals by an official, but in the case of one official all I did was to ask if we could sit on the committee and I was advised that no government member was sitting.

We withdrew that request and asked that we be given the opportunity to have a non-elected observer. I was informed that Mr. Johnston would not permit this to happen. When I asked if the person with whom I was discussing the matter would tell me how to get in touch with Mr. Johnston—I regret that I am rather new around here and I don't know all the people—I was told, in no uncertain terms: "You have a government directory. You look it up." And that kind of thing happens, Mr. Chairman, and when I report back to my people, as I do, then you have to understand that there is a very definite kind of feeling that grows up between the people and this government, particularly when we can't get answers to the questions that I have put. May I have some of these answers?

Hon. Mr. Rhodes: Well, Mrs. Campbell, with the greatest of respect, I think one of the reasons there is a feeling among the people to whom you are reporting is that you have made a point, in some of the things you have said, of attempting to place all of the responsibility for what you consider to be a major problem of yours at the doorstep of this ministry. That, I believe I have attempted to convey to you, is not correct.

This committee was not a ministry committee. It was not established by this ministry. The committee did not and has not reported to me. The report went to the members of the committee. So I can only say to you, from some of the questions you have asked, that I have not had any part in this committee.

Eventually, I suppose, when the report is made generally public—I know that it has been made available to the members of the committee, but in this case I am a member of the general public—I will get a chance to look at it in detail. I know the report's out. There's a copy of it lying here on the table, but I haven't read it.

As to a civil servant reporting to the party in power, that of course is totally wrong again. The civil servant was not reporting to me; he was serving in his capacity as chairman of that committee and not necessarily as a member of the civil service of Ontario or as a member of the ministry.

It's understandable that we have an interest in what is going to happen in air service. The quote you had which said that we undoubtedly would be coming into southern Ontario, I think

is probably an accurate quote, because the success of the norOntair service has been considerable. I have had numerous requests from various members, particularly in the Owen Sound area, down around the St. Catharines area and in the Welland area, as the member next to you will say, asking that a similar type of service to norOntair be made available to these communities; and I think that eventually that has to come.

The ministry does not operate the air service, it co-ordinates it. I am sure you are aware of the structure there. It is as you indicated, and quite correctly, a federal responsibility. They are the people who determine what licensing will be available. They license the carriers.

The federal government has adamantly—and as far as I am concerned, it is all right with me—refused to allow the province to get involved; and maybe it is a very good decision on their part. It certainly takes some responsibility off me, and I don't necessarily want to add to that at this time.

Mrs. Campbell: I think you are very wise.

Hon. Mr. Rhodes: We are participating, if you will, as a co-ordinating agency with the federal government and with the private carriers to operate an air service like norOntair under those colours, and the air service branch has very successfully co-ordinated this sort of activity. They have co-ordinated with the other airlines, the major carriers, on the tie-ins. We hope that we would be able to do that into southern Ontario.

I would think it would be reasonable to think that anyone who would be looking at this type of service would want to look at access into Metropolitan Toronto because, despite what a great many people say adversely about this fine city, they all want to come here at one time or another just to visit.

Mrs. Campbell: Without question, they have had good government.

Hon. Mr. Rhodes: I agree with you there has been great government in the whole province.

Mrs. Campbell: Just in Metro Toronto.

Mr. R. F. Ruston (Essex-Kent): If it is so good, how come you lost four by-elections?

Hon. Mr. Rhodes: The Island Airport would have to be looked at because it is there—

Mrs. Campbell: No question.

Hon. Mr. Rhodes:—and that would be probably a logical place. As far as this ministry's involvement as a ministry in this total

Island Airport situation is concerned, I became aware of that committee, Mrs. Campbell, when you were kind enough to ask the question in the House. That's when I knew such a committee existed.

Mrs. Campbell: You should have known earlier, with respect.

Hon. Mr. Rhodes: I really had no reason to know, because the committee was not reporting to me. The committee had been in existence prior to my time. I really had no knowledge of it being there until that question was asked. Then I did make myself aware of what the committee was doing and why it was doing it.

As for some of the questions you have asked about the proceedings of the committee, I can't answer those but I will—I hope you have met Mr. Johnston.

Mrs. Campbell: No, indeed; nor Mr. Davoud.

Hon. Mr. Rhodes: Then, Mrs. Campbell, I would be most pleased to present to you Mr. Johnston, and sitting on his left is Mr. Davoud. So if you like to have a good shot at them, now is your chance. Let me say one more thing. These are the two people from my ministry who were involved in this committee. Mr. Johnston was the chairman—

Mrs. Campbell: Indeed, I know that.

Hon. Mr. Rhodes:—and Mr. Davoud was the secretary. Mrs. Campbell has asked some questions of the committee. You guys take a shot at them.

Mr. G. H. Johnston (Executive Director, Planning Division): I was trying to mark down the questions, Mrs. Campbell, as you went through them. Just to go through some of the chronological order: The committee met first in March of this year, and it wasn't until the third meeting of the committee that any approach was made by other organizations for representation on the committee. I believe that was at the meeting on April 29.

Mrs. Campbell: It was because they didn't know about it.

Mr. G. H. Johnston: Yes, there were approaches made by yourself and by other organizations to be represented. It was discussed by the committee. There was a vote taken, at which the chairman did not have to cast a deciding vote. The committee that time said no. It was purely a technical committee concerned with the review of existing documentation.

Mrs. Campbell: May I ask at that time, Mr. Chairman, why was that question put to the effect that we sought to sit on the committee and not that we sought to send in observers? That was the vote that was put.

Mr. G. H. Johnston: Some of the other organizations had requested to send observers as well. Whether or not they dealt with yours as representatives or observers, they decided to keep the committee exactly as it was. For an example, I believe the CORRA organization and ForWard 9 asked to send observers also at that time, and they were told by the committee, no, that we wanted to keep the committee purely on a technical basis.

When the committee decided that no, they were not going to allow people to appear, they'd like to keep it as a technical organization, they decided as well to make the minutes available on a free basis to everyone.

I'm afraid I must take the responsibility for any apparent misleading through those minutes. It wasn't deliberate, I can assure of that. I could have sent the minutes of the third meeting out as they were, but in an attempt to bring everybody up to date, I went back to the earlier minutes, on which there was no direction to send anything out, and tried to prepare a summary; and that's exactly what was attempted. I can't argue with you whether you feel I'm misleading.

Hon. Mr. Rhodes: May I just interject here too, Mrs. Campbell, that I made a commitment in the House that I would deliver to the Legislature a total package of all of the information and documentation, and I will be most pleased to have that delivered. I suppose I should deliver it to your leader (Mr. R. F. Nixon), but he can pass it over to you.

Mrs. Campbell: By all means, you can deliver it to my leader.

Hon. Mr. Rhodes: Yes.

Mrs. Campbell: I don't care who you deliver it to, as long as we get it delivered.

Hon. Mr. Rhodes: You will get it; and may I suggest to you, Mrs. Campbell, that you get some help to get it out of the Legislature? There's quite a considerable amount of it.

Mrs. Campbell: You see if we had had one of our staunch observers there, who has brawn as well, perhaps he could be helpful getting it out.

Hon. Mr. Rhodes: If you have one, have him present when I bring it in.

Mrs. Campbell: All right.

Mr. G. H. Johnston: Mrs. Campbell, also at that time, the vote to exclude outside organizations from the committee was not intended to be interpreted as being opposed to public participation and an open planning policy. In fact, just the reverse is true within the ministry.

We have public participation in all of our planning efforts. But this was not looked at as a planning exercise. There were, I believe, 21 technical reports that the committee were going to read through and simply extract factual information out of the reports and put it into a final document. We were doing no new studies. We were doing no planning. We were drawing no conclusions.

It was for that reason that I, myself, voted against opening it to other members and the public because I couldn't see any benefit to be derived. We weren't interested in our opinions or anyone else's opinion concerning it. We were only interested in the facts that existed in the federal government records and other documents on the Island Airport.

Can STOL and CTOL be combined at a site? No one knows at this time. The federal government is conducting tests at the Rockcliffe Airport in Ottawa where they are co-existing at this time. They claim that they need at least one year of observations at that Rockcliffe Airport site to see whether or not these things can co-exist. I suppose probably next spring we will have some information on that and decisions on the Island Airport and its future can be based on that, on the basis of that experience.

With regard to two airports on the waterfront, we were told very explicitly, and it's in the minutes, that the federal government looked very favourably at any planning that involved two airports on the waterfront; and as the licensing body they would not license two airports on the waterfront. I don't think we have to concern ourselves with the possibility of two airports on the waterfront at all.

With regard to the public transit and access to the airport, that comment was made by the representative of Metropolitan Toronto Planning Board and it was based on some preliminary look at the requirements.

I believe on the basis of one to three million air passengers per year, you are talking about 70 flights per day. You could carry the load away from each airplane on one small bus, one dial-a-bus practically, and it was felt that amount of demand would not overtax the public transportation or the road facilities. It would be so minuscule it wouldn't be felt. It wouldn't

superimpose another load on the existing facilities. It's very small when you translate it into actual vehicles on the road.

Mrs. Campbell: Dial-a-bus, where?

Mr. G. H. Johnston: I'm saying a dial-a-bus operation could probably handle the amount of people getting off a plane at the Island airport. They would probably be coming like they are at the Ottawa airport now, where they have flight every 30 minutes between Ottawa and Montreal on a STOL air service, and they have a dial-a-bus that meets each aircraft as it lands and takes the people downtown. They handle the entire load off the airplane on one Econoline van.

Mrs. Campbell: I don't think a dial-a-bus at this point would be useful from the Island airport to the mainland.

Mr. G. H. Johnston: No. As is the case of Montreal, as an example, they go directly to the Hotel Bonaventure; they drop the people off there and that is the downtown location.

Hon. Mr. Rhodes: As I understand Mrs. Campbell's question, she's talking about the fact that you have got to get on the ferry boat, unless we have a dial-a-bus that will go on top of the water.

Mrs. Campbell: There is another way, by hovercraft. They've been in trouble too. I tried that.

Hon. Mr. Rhodes: I haven't been fooling around with those recently.

Mr. G. H. Johnston: Very definitely, if STOL service is ever introduced into the airport, the existing mode of ground access is not acceptable. There would have to be some more permanent type of ground access. I think a pedestrian bridge is the most preferred situation now, based on the information we have from Metro and the city and so on. But you would have to put something more permanent in because of the down time in the winter on the ferry service.

You asked if we consulted with the Metro Toronto planners and with the TTC. No, not directly. We appointed the government agencies and organizations that were interested in this and they appointed a representative. The Metro planning review representative, working for Metropolitan Toronto, was not appointed by them. I believe that covers most of the points and questions.

Mr. R. D. Kennedy (Peel South): May I interject, Mr. Chairman? If this growing,

vibrant city wanted a second airport down there, why wouldn't it be licensed? Did I understand you correctly?

Mr. G. H. Johnston: Yes, that was the position expressed by the director general of civil aviation from the federal Ministry of Transport.

Mr. Kennedy: Did he give a reason?

Hon. Mr. Rhodes: There is an airport there now—it was a question of putting in another airport.

Mr. Kennedy: Yes, I know.

Hon. Mr. Rhodes: Oh I am sorry, I thought you meant you didn't—

Mr. Kennedy: Yes, but if the city wanted a second airport, growing and expanding and so on, maybe if a second was needed—

Mrs. Campbell: I think the question is highly hypothetical about the city wanting—

Mr. Kennedy: Are you in favour of a second one or opposed to it; or are you just seeking information?

Mrs. Campbell: Mr. Chairman, I have been trying to get information. I certainly think there would be great difficulty if one had to put two airports on the waterfront. I don't really think the city is going to be making that request; and certainly not on the headland which the harbour commission is developing for a park. I think it would be very difficult. There is a long history to this.

Mr. Kennedy: I gather that.

Mrs. Campbell: The difficulty, Mr. Chairman—and I thank Mr. Johnston for his remarks—the difficulty is this: There has been a long history of discussion about the airport. On the whole, throughout the history of it, it has been carried on pretty well behind closed doors, and that is prior to this committee; unless this is a continuing committee, which I understand it is not.

But even before that, it was a question of a committee set up to study these things; and then people found out about it and they got exercised. To me if you want to do something about this kind of thing, the only way it functions is to let people know what you are doing and understand it. Otherwise, you just build in a confrontation which may not, in the final analysis, be necessary. But as long as people don't know what you are doing they are going to say: "Hey, wait a minute." This is the problem.

Hon. Mr. Rhodes: Mrs. Campbell, I think we should say here—and I don't think you will disagree with me in this—that this committee, as I understand it now, as Mr. Johnston has reiterated here again, was to gather and study available technical information and documents that were there.

Mrs. Campbell: But it was not a technical committee.

Hon. Mr. Rhodes: All right, I will concede that it was not a totally technical committee. But what I am saying to you is this: Here is a report that has gathered all of this information together. It does not make any recommendations, as I understand. It simply says: Here is the information.

Now it seems to me that the logical way to have a reasoned debate and a reasonable opportunity to discuss all of the various factors that are involved, would be to gather the information that is spread all over the place, put it into one report and give it to the various levels of government that would be involved—the city, the federal government, and our ministry, if it be—and then have the public discussion. But have the public discussion based on information that is there and something you can study and intelligently discuss; rather than have various groups like the ForWard 9 or the CORRA, who would come in—

Mrs. Campbell: Or the board of trade.

Hon. Mr. Rhodes: Or the board of trade, yes.

Mrs. Campbell: But they are there.

Hon. Mr. Rhodes: But they are there. However, I didn't appoint the committee. I am simply saying that don't you really believe that you could have a more meaningful discussion if you had something to discuss, rather than going into any meeting hall, or perhaps to Toronto city hall, and go through a real harangue at each other over points that no one would have the background to discuss.

I think that now your public discussion has a meaning. You can discuss something that is there and no recommendations made; and the public input will be of value.

I have already assured one of the representatives of ForWard 9 who contacted me that I will personally send a copy of this report to him; and he seemed to be quite satisfied that he would have his opportunity. No one will be denied that.

But I don't see anything wrong at all, not only in this case but in others, that all of the

information should be gathered and made available so people can intelligently discuss it in the open forum.

Mrs. Campbell: I think, Mr. Chairman, again we have to recognize that this is a second report. There was a preliminary report that came from the committee, but I understand it was done rather quickly and was of a very different nature, as I think Mr. Johnston would agree. Again, this created a great deal of concern.

Until we got into this situation, Mr. Chairman, in fairness to us, I think matters were proceeding with great alacrity. It seems to me that once we got into it, we then got the kind of final report which was not making recommendations, because there was of course a report making recommendations. Mr. Johnston has nodded. It was a different kind of report. Is that not so, Mr. Johnston?

Mr. G. H. Johnston: There was a staff document prepared in the course of the committee work which was interpreted as recommendations. I didn't read that into it myself, but some people did.

Mrs. Campbell: In any event, Mr. Chairman, may I now know that nothing further will be done by this committee without full disclosure, at least to the people who are most immediately involved—that is, the people of Toronto basically, although I have no objection to Metro Toronto? The waterfront is a very precious thing to us and we would like to know what is going on.

Hon. Mr. Rhodes: I can assure you, first of all, that this committee no longer exists—

Mrs. Campbell: It no longer exists? Fine. Some of my fear has been taken away.

Hon. Mr. Rhodes: —and its work has been done. May I suggest to you that if another committee should be formed, this minister has already indicated to members of this ministry that if they do serve on the committee, at their own peril, they will not serve as chairman. We are not going to get conned into that again by any other agency, where they would be placed in a position of being accused of all sorts of skulduggery and that being laid at the doorstep of the government. I would rather the chairman be perhaps from the Harbour Commission then we can blame the skulduggery on them—or perhaps from the federal government or the city of Toronto.

Mrs. Campbell: The Harbour Commissioners would be fine. The Harbour Commissioners were with us.

Mr. D. J. Wiseman (Lanark): We ought to appoint Margaret to that.

Hon. Mr. Rhodes: But this committee no longer exists. The report has been completed, and you have no need to fear that that committee will be coming back again. I believe Mr. Marchand has said that he wanted to meet with Mr. Godfrey, Mr. Crombie and myself, as well as some members of the Harbour Commission, to discuss some of the details in that report but at the same time, the main thing is to determine how we can properly finance the existing airport and keep it going.

Mrs. Campbell: Yes. I wanted to ask, as a final question, has there been any determination of that?

Hon. Mr. Rhodes: I can only say that I have not received anything official. I have had it indicated to me, though, that the federal government feel they will be able to provide at least interim financing to keep it going, and then we can work out the details over the next period of time as to how continuing financing would be carried out.

Mrs. Campbell: Thank you, Mr. Chairman.

Mr. Chairman: Mr. Germa, to be followed by Mr. Root and Mr. Ruston.

Mr. M. C. Germa (Sudbury): Mr. Chairman, I would like to raise a question that came up earlier, which was the problem of property acquisition on the northwest bypass in Sudbury from Highway 17 west to Highway 144. You will recall that you were having trouble acquiring land and doing your engineering because International Nickel was claiming there was an ore body that was obstructing that particular corridor.

Hon. Mr. Rhodes: Mr. Germa, you asked this question a week ago Thursday, and my information is that we have inquired and we haven't got the information back. I sure don't understand that.

Mr. Germa: Who is conducting the engineering surveys and studies there? Is your ministry not involved in that?

Hon. Mr. Rhodes: Yes, sir.

Mr. Germa: This has been dragging on for quite some time now.

Hon. Mr. Rhodes: Mr. Germa, I must apologize. I cannot answer your question. I thought I would be able to; I can't.

Mr. Germa: Well, I would like to alert you. I don't know how much you know about mining

engineering, but ore bodies just don't come in 7,000-ft strips. There is a 100-ft right of way someplace in that 7,000-ft strip that is being studied. I am sure you can get through there, and I hope you are not going to be buffaloeed by the International Nickel.

Hon. Mr. Rhodes: I don't intend to be.

Mr. Germa: The second point, Mr. Chairman: I have watched with amazement as the government put in deceleration lanes on Highway 400, probably 25 miles out of the city, to service a new service centre. And just about three or four miles up the road, I think it is at the intersection that exits to King City, we had a service centre operating there. It was at an intersection, and the deceleration lanes and ingress and egress lanes were performing a dual purpose. They were not only feeding the service centre, they were also feeding the intersection of the highway.

Now, why would the government move that service centre and go to the expense of installing new ingress and egress lanes to feed that one particular service centre? Why was it moved three or four miles down the road? As far as the average motorist is concerned, he can always coast that extra three miles to the intersection to fuel up, or whatever.

Hon. Mr. Rhodes: I understand, Mr. Germa, that one of the problems we have had is that there were some traffic problems being created by the fact that you had the entrance to the service centre and the interchange at the same place. It was causing some traffic problems. Now I will turn to those who have been working on these problems. Is there anybody here who has? Mr. Adcock perhaps.

Mr. H. W. Adcock (Assistant Deputy Minister, Operations, Research and Development): We found, Mr. Germa, that at all the service centres built within interchanges, we have had traffic problems and we have had very high accident rates. We would not again recommend that service centres be built at interchanges because of the conflicting traffic movements between the vehicles trying to enter the service centre and the vehicles trying to use the interchange in the normal fashion. This particular service centre was grossly undersized. It needed enlarging, apparently; so the recommendation was to move to another location and the acceleration and deceleration lanes were built.

Mr. Germa: In the transfer of location, how is it that the person who had the original franchise farther up the road was changed? How did that come about?

Mr. Adcock: The lease at the Shell station had expired. Maybe Mr. Leach knows more of the details.

Mr. A. F. Leach (Executive Director, Right of Way and Services): The lease for the Shell station at the King City sideroad expired after 20 years. It would have been re-tendered, in any event, had the location remained in the same spot or changed. But it was re-tendered.

Mr. Germa: It was a brand new tender then?

Mr. Leach: Yes.

Mr. Germa: I was wondering if some oil company was designing our roads to accommodate their own interests or something when I saw the location moved, plus the operator changed at the same time.

Mr. H. F. Gilbert (Deputy Minister): Mr. Germa, I might add that the new tender from the successful bidder is an awful lot more attractive to the province than the previous one. You must remember that Shell was the original service centre on our 400 series highways, and at that time we had problems getting the oil companies interested. The bid wasn't as attractive, certainly, as the new one is.

Mr. Germa: The cost of designing and installing these deceleration lanes, is that borne by the lessee?

Mr. Gilbert: The deceleration lanes are supplied by the ministry. The building and the actual services are put up by the applicant.

Mr. Germa: The rent structure or the lease, does it cover the cost of these deceleration lanes?

Mr. Gilbert: Oh yes, very much so. We get a percentage of the gross sales — the ministry does, the province does. As I say, the new percentage we will receive is a great deal more attractive than the old one.

Mr. Chairman: Mr. Root.

Mr. J. Root (Wellington-Dufferin): Mr. Chairman, I had thought to make a comment last night when there was a lot of discussion about widening the road north of the Don Valley Parkway from two lanes to four lanes. I just want to say that I think it is a sound suggestion. I have been driving that road during the last week or so, going up to Stouffville for a solid waste hearing. And if you get on a two-lane highway and get a truck ahead of you running at 40 miles an hour, you certainly back the traffic up. If you had four lanes, you

could keep the traffic moving. That was the only comment I wanted to make.

Hon. Mr. Rhodes: I think Mr. Germa — I would like to give it to you. For example, on the original King City interchange site that Shell Canada had, the province was receiving three per cent of the gross. On the new one we now receive 22.86 per cent of the gross. So it certainly was a much better deal, from our point of view, as far as the percentage of return is concerned.

I might point out that we have been basing all of our re-tendering on a substantial increase in return to the province for these facilities.

Mr. Germa: I am glad to hear that.

Mr. Chairman: Mr. Ruston.

Mr. Ruston: Mr. Chairman, I have a couple of items. Do you have criteria or anything set up as to when you may open an interchange? I have one in Kent country — Kent county road 7 — and a petition has been sent in and the township councils in the two areas involved have requested consideration that what is now a flyover be made into an interchange. The reason they ask for it, of course, is that the interchanges now are 11 miles apart. In built-up, heavily populated areas, we find most of them run from five to seven miles apart, and when it runs 11 miles, there is a great deal of truck traffic and other traffic that has to use local roads. Also, a real problem is that in the wintertime, when the county roads are on half load limit, they have real trouble trying to get on the 401 someplace where they can go with their full loads. Is it on a traffic-pattern, population basis, or what basis do you set it on?

We have correspondence last December from Mr. G. H. Johnston, executive director. In one paragraph he says: "Although justification for a new interchange cannot be established at this time, your concern over this matter has been noted and you may rest assured that every consideration will be given to your position in our future reviews."

I really think this is a very important interchange. It would service the towns on the county road 7, which intersects Merlin and Fletcher. We have a number of large grain elevators and tile yards in that area, and the truck traffic is considerable. It would also make it a great deal handier for the people getting on 401 to go either east or west to Windsor or to Toronto, and this is what 401 is for — to take traffic off the local roads. In that area 401 certainly can handle the traffic, so I really think that some consideration should be given. In

looking over the construction of it, I really don't think it would take a great deal of cost because of the general condition of the land in the area. It seems to me it wouldn't be too difficult to have an entrance put on it. Have you got anything in regard to that, Mr. Minister?

Hon. Mr. Rhodes: Mr. Johnston?

Mr. G. H. Johnston: Yes, I would say that traffic service is one of the key factors, but we combine that with safety. We are trying to protect the integrity of the 401 system as a high-speed through facility, and when you start introducing a lot of local movements, getting on and off at interchanges in close proximity to each other, you get a lot of conflicts introduced, and this adds to the accident problem. So the decision is usually based on the traffic-service factor. If the traffic is local in nature, it should be handled on the local facilities, basically.

Mr. Ruston: No, this would not be picking up local traffic. This would be picking up traffic to go to at least London and Windsor. There would be no traffic going on there that would be going even to Chatham. It would be strictly for through traffic, so it's not a case of any local traffic coming on to it.

Of course, 401 is bogged down with local traffic in the metropolitan area. When I go on there this afternoon I will be swamped with trucks and everything. Until you get out to Highway 10 going west it's a mess, but after that you can kind of drive with a little bit of ease. It's the local traffic that's doing it, but this would not be the case in this area at all.

Mr. G. H. Johnston: In your particular case there was an assessment of the travel patterns, and the amount of out-of-way travel would be encouraged by not having that interchange in that location. And there are the cost and other factors I mentioned.

Mr. Ruston: It was 11 miles, of course, where most of them run five or six. I don't think the five or six are all in our area. They run from five to six miles apart and I don't think we have had that much of a problem with accidents in those particular areas.

However, on your service centres, Mr. Minister; is your inspection department keeping up, do you think? We have had a number of complaints; I think you recall where I have contacted you on one or two occasions. Do you feel, now that you have put on a little better inspection staff, that some of them have been improved? I recall one or two; when the mem-

ber for Kent (Mr. Spence) and I drive home we stop at different ones and we have noticed the improvement. Yet some of them are so well-managed.

I recall in one case where we stopped to get gas and they had all the lanes closed off except one. We went up to another service centre where they were practically all open. I think there were seven people serving gas and yet in the first one there were only two. I know you did look into it, but do you have a schedule for the inspectors who go around, or how often are you able to check up on these?

Hon. Mr. Rhodes: Mr. Chairman, I am well aware of some of the concerns that have been expressed by the hon. member and others concerning the service centres. We have an inspection programme; it is not on a regularly-scheduled basis. Obviously that wouldn't be very effective. If the inspectors go and do their job on their own schedule, then they can drop in at any time.

I still maintain that the best type of inspection is the type of inspection you do. You are not known as an inspector and neither am I, and I have dropped in on several of them too. I agree with you; in some cases they are very well managed and well run and others leave something to be desired.

In these cases we have gone to these people and told them they would either meet the requirements of their lease and operate them properly or we will take the necessary steps to have the matter rectified. I think perhaps Mr. Leach, who is responsible for this area, can expand on this, but I think we have had some improvement in some of the areas where we have had some concern.

Mr. Leach: Yes, sir, our inspectors do go out. They visit each service centre at least once a week at various times. That includes weekends or during the night. Any time there are any infractions or any time there are any complaints from the public, each complaint is specifically reviewed with the management of the service centre and with the oil company officials at their head office level. Any time there are any complaints, each one is individually look at.

Mr. Chairman: Mr. Haggerty.

Mr. R. Haggerty (Welland South): I have all day to spend here, Mr. Chairman. They tell me they had the first snow fall down in my area, somewhere around 2 ft. All traffic is tied up; nothing is moving.

Mr. Germa: Sudbury is covered with ice.

Hon. Mr. Rhodes: Well, have a nice weekend.

Mr. Haggerty: Mr. Chairman, I want to ask the minister about the intersection of, I think, Highway 58 and Highway 3 I guess it is—I still call it No. 3 but I think it is under the jurisdiction of the city of Port Colborne. Do you follow me? That is where that shopping mall is—the one shopping mall.

I believe the ministry is doing some work now to improve the traffic flow in the area, but my main concern is the intersection of Highway 58 and part of Highway 3 where the stoplights are. When you come into that intersection, if trucks are turning west and going up into Wainfleet into the quarries in that area, that slip-on there is rather small. It doesn't handle the flow of traffic. If you want people to turn right and go west at that stoplight the slip-on is so short that a truck can block that intersection. I thought perhaps there should be some improvements made there.

Mr. Gilbert: Quite frankly I was through that area not too long ago, Mr. Haggerty, and I didn't—

Mr. Haggerty: You should have called me.

Mr. Gilbert: —notice that particular problem. Has it been brought to our attention at all?

Mr. G. H. Johnston: Not to my knowledge.

Mr. Gilbert: Are you aware of any previous contacts with us?

Mr. Haggerty: I believe I brought it to the attention of Mr. Bidell here a few years ago. We had a meeting with him on this particular shopping plaza in the area; it was suggested then that maybe another look should be taken at that intersection.

Mr. Gilbert: Mr. Bidell, could you comment on Highway 58 and 3, the intersection that Mr. Haggerty is asking about?

Mr. W. Bidell (Assistant Deputy Minister, Planning and Design): What aspect of it?

Mr. Haggerty: Right at the intersection of Highway 58 and the old portion of Highway 3.

Mr. Bidell: This is the west side of Port Colborne?

Mr. Haggerty: The west side of Port Colborne, that's right; the two-lane highway running from Welland to Port Colborne.

Mr. Bidell: Are you asking what we are going to be doing there?

Mr. Haggerty: I think you are in there now doing some work. But I thought perhaps you should make improvements at that intersection, or put in a longer slip-on there so that motorists going west to Dunnville or Wainfleet can get through that intersection. The present slip-on at that intersection only handles about one truck, and people wanting to turn west can't do so.

Mr. Bidell: We will look into that aspect today and will get in touch with our district office.

Hon. Mr. Rhodes: I wonder, Mr. Haggerty, if you would allow me to interrupt your remarks at this time. We have the answer for you, Mr. Germa; it's available now. Mr. Bidell?

Mr. Bidell: Yes, the feasibility study for the connection from Lively to Chelmsford has been under way for some time now, as you know. Public meetings have been held. There have been drop-in centres at which anyone could drop in and view the plans that were being considered at the time.

There are two major alignment possibilities, one going around the east side of Lively and one going around the west side of Lively. The one on the east side of Lively has been discussed with Inco and Inco has stated that under no circumstances, from its point of view, will it allow any highway to go through there.

On the west side of Lively, although this alternatively passes through some of their lands, Inco has no objections. This is where the matter stands now. They have stated to us quite unequivocally that the eastern alignment is not possible from their point of view. The feasibility study recommendations will be completed by January of 1975.

Mr. Germa: Mr. Chairman, if you accede to the western route I think there is going to be considerable increased cost. Have you got an estimate of what it will cost to accommodate Inco's request?

Mr. Bidell: This will be part of the evaluation, and the final recommendations, in January of 1975. These costs will be available. They will be used in making the final decision.

Mr. Germa: I can see that there is going to be several miles of extra roadway necessary there, if you use that western route.

Mr. Bidell: I can't state the exact additional mileage or additional cost. This information will all be available in the decision-making process. There has been no decision made at this

time. The study is just winding up and, as I say, by January 1975 it will be complete and recommendations will be discussed with the ministry.

Mr. Germa: Are you going to look into Inco's challenge that in no way can you get through there? Have they got a substantial case to make?

Mr. Bidell: As I say, this will be part of the evaluation.

Mr. Germa: I think you had better get the help of some mining engineers or some geologists when you are doing your dickering with International Nickel Co., because they are going to throw up the barricades, I can see that. They will bamboozle you if you go in with a bunch of highway engineers and you are up against a bunch of geologists and mining engineers. I think you need some expertise there.

Mr. Bidell: It may transpire that, in order to fully evaluate the conditions that you outline, this may be necessary.

Mr. Germa: Thank you.

Mr. Haggerty: Mr. Chairman, I want to ask the minister what has come about since the meeting we had last March concerning the STOL air services from Gore Bay down to Owen Sound, the city of Toronto, and Toronto to Welland or Fort Erie?

Hon. Mr. Rhodes: We have had some interest shown, I believe, and I think an application is before the CTC now. I'll get Mr. Davoud to answer that. He is our airport expert.

Mr. P. Y. Davoud (Director, Aviation Branch): There is an application presently being prepared by Great Lakes Airlines, based in Sarnia, to run a service from Sarnia to Sault Ste. Marie, to Gore Bay, to Owen Sound and back into Malton, and then in the reverse direction in the afternoon. I don't know how far along it is. From the Welland-Fort Erie-St. Catharines area an application has just been made to the Air Transport Committee by Bradley Air Services to operate a Twin Otter from St. Catharines and Fort Erie into the Island Airport initially and to Malton. If that request is granted and if that licence is granted, they have further plans to serve that area as the facilities are made available.

Hon. Mr. Rhodes: Let me hasten to add, Mr. Haggerty, that these are private applications by existing carriers to operate their service on their licence. We are not involved and

would not be involved under the present policy in subsidy, nor would we be involved really in any way with this particular service. At the same time, we wouldn't be involved at all unless the policy was to change to extend the existing type of norOntair policy into the southern part of the province. These are two carriers who have recognized this as a licensed area they would like to serve.

Mr. Haggerty: I believe the meeting was with Bradley Air Services.

Hon. Mr. Rhodes: Yes.

Mr. Haggerty: They indicated that the run from Toronto to the Niagara Peninsula would be, I suppose, a successful venture for them.

Hon. Mr. Rhodes: We have no objections. Certainly since I've been in the ministry, and I think before, one of our positions has been that we neither support nor object before the CTC, that is, formally taking a stand on these applications. But we are prepared to co-operate with any carrier.

Mr. Haggerty: In other words, you have taken a middle-of-the-road position, and you are not going to go for one or the other.

Hon. Mr. Rhodes: No, I think our main reason is this. In the case of these applications, we can very easily support them because they're bringing an extra service, and we say to the CTC we want to see service improved. What we are very concerned about is that we want to maintain a good relationship with all of the major carriers with which we would interline.

If there is an application for service, especially where we might be involved, such as in norOntair, where we would want to interline and set up scheduling and ticketing facilities—and we do have this now in the north—we don't want to create any problems with any of the carriers. We want to co-operate with them. If we did bring the northern Ontario service, for example, into the south, the existing carriers probably would be in the best position to become part of that network. We would much rather maintain a good relationship with all of the carriers so that we can put them together in a workable package and get along fine with them all.

Mr. Haggerty: In other words, your ministry has given consideration to moving into the southern part of Ontario with your air services.

Hon. Mr. Rhodes: I would think Mr. Davoud and his people probably would be ready

to move into that direction, just based upon the knowledge and expertise they've gained in the northern area. They wouldn't take very long to do it.

Mr. Haggerty: I was thinking particularly of the Niagara Peninsula. It's kind of a tough area to get out of. You only have the one major highway. That's the Queen Elizabeth Way and that can certainly cause enough problems to the motorists and people in industry who want to come into Toronto. I was thinking particularly of the Fort Erie area, which is close to the Buffalo International Airport. I thought perhaps some of the services between Fort Erie, Buffalo and Toronto could be speeded up to be much quicker than travelling by Eastern Airlines or one of the other major airlines, by using STOL aircraft—that the services would cover the Niagara Peninsula and still pick up the trade from the Buffalo International Airport.

Hon. Mr. Rhodes: We are rather hopeful that the applicants who have filed for licences will be successful and this sort of service will be available reasonably soon.

Mr. Davoud: Bradley assessed the market very carefully and that's why they put together a very well prepared application expressing the Island Airport and Malton—Malton from the point of view of taking people that are interlining with any long-haul carrier and downtown Toronto from the point of view of access to the downtown market. They looked at that very carefully. They've taken nearly a year to put the application together.

Mr. Haggerty: It's pending now before the board.

Mr. Davoud: It has just gone in. It has just been advertised and, in my estimate, it might take perhaps six months minimum. They have a big workload before the Air Transport Committee now.

Mr. Gilbert: That will be before it is heard.

Mr. Davoud: Yes, before a decision. They don't have to hold a hearing. They may have enough evidence on which to base a decision. I would say it would be six months before you get a decision whether they'd license it. Personally, I can see no reason why they shouldn't, because there is nobody offering that kind of service.

Mr. Haggerty: And there are no funds from your ministry to any small airport in southern Ontario?

Hon. Mr. Rhodes: I don't want to mislead you. The airport policy, as opposed to the air service policy, deals with airports.

Mr. Haggerty: Yes.

Mr. Davoud: The airport programme that the ministry embarked on in 1968 for capital construction and operating costs is targeted almost entirely in northern Ontario and the remote areas where there is no revenue base. There is another programme of municipal sharing, through which we provide funds to an airport to bring the facility up to the requirement where you can operate a scheduled service. A good case is Kirkland Lake, which was the first small place we added to the norOntair circuit. You have to get a beacon and lights—you have to do several things—so the province shared with the municipality. Again, that is primarily targeted to the north.

Mr. Haggerty: Okay, fine. Thank you.

Mr. Germa: In these kinds of services, where does the federal government come in? Are they not involved at all?

Mr. Davoud: The federal government is not involved except in the major airports and, of course, in the licensing of all the carriers in Canada. It doesn't matter whether they are a tiny class 4 charter operator with one Cessna or Air Canada, the regulatory authority for all of it is federal. So the applications are made in this case by two private carriers to the Air Transport Committee.

Hon. Mr. Rhodes: One of the things I would like to see—for example, let's take norOntair, with which we are familiar—is the licence being made available to the province so that we would be the licence holder and we could go out and operate these lines. As it is now, our position is that we are no more than a coordinator, and we have to go to the present licence holders, whose licences we are carrying.

For example, when we extended the service from Sudbury to Timmins and Kapuskasing, we had to get involved in trying to bring two carriers together and getting them to agree so that we could tie that Kapuskasing-Timmins-Sudbury line together. If we could be the licence holder, it would be a much easier operation for us. But that's the way it is with the federal government. They have total control of licensing as far as air carriers are concerned, and they hang on to it very jealously and issue the licenses at their discretion in their own good time.

Mr. Chairman: Mr. Spence.

Mr. J. P. Spence (Kent): Mr. Chairman, in regard to the Chatham Airport, does this come under your jurisdiction? It is an airport with no lights.

Mr. Davoud: No, sir, it is not under our jurisdiction. It's a municipal airport.

Mr. Spence: I see.

Mr. Davoud: We have talked to them, and the federal Ministry of Transport has done an economic study. I understand they wanted to pave it—I'm not familiar with the details—and I think they are doing so. What the federal people did was tell them to make sure that when they paved it that they relocated the site slightly to the west or east of wherever it was so that when it was paved, if it was to be enlarged and expanded at some time, it would meet the very tough federal ministry requirements for zoning, approach, landing, take-off, noise and everything else. We actually talked to them and gave them, for what it was worth, the benefit of the experience we had had with the airfield people in the ministry.

Mr. Spence: I have another question I would like to ask. Does your department have anything to do with regard to marking heritage highways across the Province of Ontario?

Hon. Mr. Rhodes: We work with the Ministry of Industry and Tourism in that signing programme.

Mr. Spence: Is there any way of getting information as to what highways have been marked as heritage highways across the Province of Ontario?

Hon. Mr. Rhodes: They are all designated, and we can give you a list of those.

Mr. Spence: Thank you.

Mr. Chairman: Mr. Root.

Mr. Root: I am not sure I am on the right vote, but my question is, what is the policy on signing? When you assumed Highway 25, which goes through the police villages of Hillsburgh and Grand Valley to connect with Highway 89, a sign was placed just north of Highway 24 advising that it is 16 miles to Grand Valley, which is a village of about 900. It goes through the police village of Hillsburgh, which is about the same population, but there is nothing on the sign about Hillsburgh. One of the merchants asked me why Hillsburgh is not signed as well as Grand Valley. I said I didn't know. I said I knew some of my left-wing friends didn't want the highway through

the village and I hoped that they hadn't influenced the department. But is there a policy, or could that name go on the sign? It is just a small thing. Hillsburgh is one of our oldest municipalities. It started six years before the city of Guelph was founded. The first store in the township is the political capital of the township. It might be a nice little thing to have a sign saying, "Hillsburgh four miles northward".

Hon. Mr. Rhodes: We will look into that. It is all done according to a signing policy. I think you can appreciate that we don't have that big a problem in the north because we don't have that many centres, but if we started putting the names of every little village along the highway on the signs it would be like reading the Burma Shave signs in the US. It used to be one after the other. But we will certainly look at that if it's of such significance to that village.

Mr. Root: There is a sign that reads "Grand Valley, 16 miles", and at Highway 9 you say how many miles it is to Acton or Burlington—I forget which—but you go right through from there, and I wouldn't want to offend Hillsburgh. That is where my ancestors settled about 150 years ago.

Hon. Mr. Rhodes: We wouldn't want to offend them either, John, but I think we may have difficulty in trying to have a sign for every place. But we will look into that for you. In fact, I understand we just found Timmins not too long ago on one of the highways.

Mr. Ruston: Mr. Chairman, that sounds like a situation in my area. I contacted the minister before we talked about it here, but it is a problem where we named, on Highway 401, the police village of Cottam and they had to go through a place that was never incorporated as a village, and yet the population was probably just as much as Woodslee. The saying was that if they took Cottam's sign off they would put the Woodslee one up, so I am not sure how you can take one down and put the other one up, John. They say when they can't find the member that is where he lives, so I don't have any sign up. I don't know what the procedure is.

Hon. Mr. Rhodes: Could we take one of those flip-over signs and alternate them daily?

Mr. Root: Well, Hillsburgh has grown and the population is practically the same as the village of Grand Valley, but it is a police village and Grand Valley, 16 miles north, is an incorporated village.

Mr. Chairman: Shall item 5 carry?

Vote 2303 agreed to.

On vote 2304:

Mr. Chairman: Item 1, GO Transit.

Hon. Mr. Rhodes: No problem. Everything is going lovely.

Mr. Ruston: There must be something changed here that I am not aware of. You have a budget change here, so I assume that there have been some changes made and I would like to inquire into that first. There must be some policy changes here or something, because your budget is considerably down from what it was last year.

Hon. Mr. Rhodes: As you know, GO Transit is no longer a total responsibility of this ministry—it is under the Toronto area transit operating authority—but Mr. Sutherland is here from the GO division and can discuss that with you if you have some particular questions. Perhaps you can explain that budgetary change?

Mr. D. A. Sutherland (Acting Director, Transportation Operations Branch): I believe the question was: Why the large drop from last year to this year? The main reason is that last year we included the funds to build the Georgetown line. That was covered in the last fiscal year and this year we have no expansion physically in the construction.

Mr. Ruston: Could someone just give me an idea of what the GO fares are? It is interesting to know what some people pay to get to work and what other people pay. I know that with the TTC in Metro Toronto, people in Toronto have I would suppose the lowest fares to get to work than anybody in Canada, and I suppose in Ontario for sure. You can ride a bus and a subway for 15 or 18 miles for a quarter, and I don't think anyone in my area could ever get to work 15 or 18 miles for a quarter. Most of them cost at least a dollar. I am wondering if you could give me a fare structure some place along here, and the rough mileage that it would entail.

Mr. Sutherland: If you want an example, take the trip from Oakville, which is 21 miles from Union Station. The single trip fare is \$1.10. If you buy a book of 10 tickets, it is \$9; or 90 cents per trip. Or you can buy a monthly pass for \$34.

Mr. Ruston: The \$34 would run you both ways, then?

Hon. Mr. Rhodes: Unlimited trips.

Mr. Sutherland: Unlimited trips between Oakville and Toronto Union Station for that particular month.

Mr. Ruston: But if you buy a book, it is 90 cents one way?

Mr. Sutherland: Yes, 90 cents one way.

Mr. Ruston: Thank you.

Mr. Chairman: Mr. Young.

Mr. F. Young (Yorkview): Mr. Chairman, I would like to ask about the experience on the Georgetown run since it was inaugurated. Perhaps we could have a comment on that as to what has happened there.

Mr. Sutherland: When the Georgetown service started at the beginning of May, we began with 1,400 to 1,500 passengers a day. We are currently experiencing 2,500 to 2,600 passengers a day.

Mr. Young: So the passenger traffic is increasing gradually then?

Mr. Sutherland: Very definitely.

Mr. Young: What plans are there for increasing the accommodation on that service?

Mr. Sutherland: We will be opening a new station, Etobicoke North, in December. In that respect, we are increasing the accommodation. If you are referring to the fleet side, we currently use 15 or 16 coaches in the morning and in the evening, and this is sufficient to handle the patronage at this particular time.

Mr. Young: And you feel there is no need to run trains during the day, as opposed to simply rush hour runs?

Mr. Sutherland: We have approached CN to increase the service. They are looking at that. There are additional capital costs which would be acquired if all-day service, or the Lakeshore type of service were offered. There are a number of sections of single track. They would have to be doubled, and there is a considerable cost to that.

Mr. Young: For some time in this committee, I have been advocating that the GO line go up to Woodbridge along the CPR line from Weston, and I wonder if that has been explored. There is a very large concentration of population up there. There is a big industrial centre, York University is up there, and there is a large apartment population now. I think I have put the figures on the record here a

couple of times as to how many people do live in that particular section.

I was wondering whether every second train might run up to Woodbridge with feeder buses coming in from those areas. It seems to me there is a great potential there for riders. I wonder, has that been looked at at all by the ministry.

Mr. Sutherland: To my knowledge it hasn't been looked at to this point in time. If you are talking rail, that is a different company. That is Canadian Pacific, and we currently do not have any operating agreements with them.

Mr. Young: In other words, Canadian Pacific is not anxious for this kind of service?

Mr. Sutherland: I wouldn't say that. We just have not explored that possibility with them.

Mr. Gilbert: I might say, Mr. Chairman, the ministry will be working with the operating authority to look at all these kinds of routes. It's certainly a high priority of the ministry and the operating authority in the next short while to look at just where we are going.

Mr. Young: Yes, I did a survey of that whole area two or three years ago. I think likely the maps that I outlined with populations are somewhere in the possession of the ministry. If not, I can replace them. But it just seems that this is a logical extension of that west end run to serve those people, particularly where we haven't any other rapid transit in that whole west side.

Hon. Mr. Rhodes: Perhaps I can add to that, too, Mr. Young. Very early in December, at the earliest possible date, I and some of my staff, will be meeting with Mr. Marchand and his people for quite some time, perhaps over two days, as I said in the House earlier today.

These are the types of things that we want to discuss with the federal government in order perhaps to make it easier for us to deal with the CPR, if necessary, and to look into some of the financial involvement that the federal government will have. They have indicated they wish to participate in urban transit. If we can get them interested, this is the type of thing we would like to get on with. My own opinion from my last contact with the minister is that he is sincere and wants to get something done, and we are ready to co-operate with him and speed these programmes up.

Mr. Young: It just seems to me this is a logical place for real exploration of an extension of the GO Transit service and one that I think would likely pay its way within a very

short time. I will see that the minister, Mr. Chairman, gets the survey I made.

Hon. Mr. Rhodes: Thanks.

Mr. Chairman: Mr. Germa.

Mr. Germa: Mr. Chairman, I would like to follow up what Mr. Ruston was commenting on, that the expenditures in this particular vote are down by more than one-third this year, despite the fact that this is one of the few successful programmes that this ministry has introduced. The people seem to be grabbing on to this type of transportation. I am wondering a little why the government saw fit to reduce the budget by such a terrific amount from \$18.9 million to \$11.2 million, a reduction of \$7.7 million.

Part of it was explained by the fact that the Georgetown construction was in last year's vote, and that would account probably for the \$5 million reduction in acquisition and construction. That's acceptable, but then when I look at the other part of the vote, the supplies, I see supplies last year were \$8.3 million and they are this year estimated at \$2.9 million. How does this come about? Are we not replenishing things? Supplies I presume, include rolling stock and things like that.

Mr. Sutherland: Last year, Mr. Germa, we acquired the 30 coaches for the Georgetown line. This year we do not have any additional rail rolling stock coming in. We will next year for the Richmond Hill service.

Hon. Mr. Rhodes: This is going to be an up-and-down thing basically all the way along. When you go into Georgetown last year, as was pointed out about the \$5 million, you place your order for your 30 cars or whatever it is and they are delivered over a period of time. We have already placed another order for 30 cars which are being built up in the Thunder Bay plant. You will probably get a healthy jump in that budget for next year as a result of the Richmond Hill line. It takes about two years to go through the total planning process to bring it up to fruition and get the thing going, so you are going to have this hill-and-valley sort of thing in this expenditure for that purpose.

Mr. Germa: What came out of the experiment you had with the doubledeckers?

Hon. Mr. Rhodes: I think the experiment was very successful. My information is that the authority—and Mr. Sutherland again can answer in more detail—is very serious about putting in these doubledeckers. We think there

has to be some change in the configuration of the vehicles. We had some problems. The ladies didn't like going up to that second floor for one thing and we have to change that around so that they can use them. There are some alterations that should be made in the configuration of the vehicle in order to make it more adaptable to our particular use, but we liked it.

Mr. Germa: But this is not what you have on order now, though?

Hon. Mr. Rhodes: No. We placed orders for the regular cars with the Hawker Siddeley plant up in Thunder Bay and they will be delivered. With the doubledeckers we can increase our capacity by 75 per cent and not have to increase the power that much.

Mr. Germa: Do you foresee that you will be going to that type of car?

Hon. Mr. Rhodes: I sure do.

Mr. Sutherland: We should have a report to the minister by Jan. 1, 1975, on whether we should go to doubledecks or gallery-type coaches. Right now we are just assessing that particular possibility.

Hon. Mr. Rhodes: One thing we have to watch for too—without just jumping into these doubledeckers—we would have to go through all the potential areas where we could travel, where we are putting in GO Transit service to make sure we can get under the overheads with them. That's another thing we have to look at in the whole area. But they work very successfully on the Oakville run.

Mr. Germa: What control do you have over the roadbed? None at all, I presume.

Hon. Mr. Rhodes: None.

Mr. Germa: What about the power source? You have nothing to do with that?

Hon. Mr. Rhodes: CN supplies that for us. No, I am sorry—

Mr. Sutherland: The locomotives are supplied by GO Transit.

Hon. Mr. Rhodes: Operated by CN.

Mr. Germa: Oh, they are supplied by them. Have you ever thought about electrification of these lines?

Hon. Mr. Rhodes: Yes, indeed.

Mr. Germa: How far along are we in research as far as electrification is concerned?

Hon. Mr. Rhodes: Not too long ago we announced what we call, for lack of a better name, Super-GO, which includes the total electrification. Mr. Sutherland can tell you more about that.

Mr. Sutherland: It's still a few years down the line. There is a lot of development required. Both Canadian Pacific and Canadian National are interested in electrification, and if diesel fuel continues to rise in cost, very definitely we can see going to electrification in a few years.

Hon. Mr. Rhodes: It seems to me from something I read on this, though, that for total electrification, unless CP and CN went along with us, we would have to go to exclusive rail.

Mr. Sutherland: If you are using an overhead catenary you can operate diesel locomotives and electric locomotives on the same track. Of course, if you are using third rail, you wouldn't have to have exclusive track.

Mr. Germa: That's what I am thinking about—a pantograph type of power collector. Is there any objection to that? It would be a helluva lot cheaper, too, to electrify, I think, from a pantograph than from a third rail or any other services.

Mr. Sutherland: Most intercity railroads that are electrified, in Europe particularly, are the overhead type.

Mr. Germa: Is this under active study right now?

Mr. Sutherland: I wouldn't say it is under active study by us. We are keeping up to date on what is going on in the world as far as this is concerned.

Mr. Germa: With diesel costs up 23 per cent, I think you have to take a look at another power source or you get priced right off the market. There is a long time lag before you come to this position. I think this has to be looked into. You know, it solves several of our problems—the problem of pollution is solved, and the problem of dieselling, and it's a helluva lot more efficient system, as far as I understand.

Hon. Mr. Rhodes: I don't think there is any question that there is consideration given to electrification. When we first let it be known publicly, I suppose you could say, that we were looking at this situation of electrification, someone in one of the articles that came out mentioned the overhead power source, and I did receive some objection to this sort of thing.

People said this was unsightly and they wouldn't want it running through their neighbourhood—the usual sort of objection you run into. But that hasn't dissuaded us from continuing to look at that.

Mr. Germa: It's no more unsightly than a hydro line.

Hon. Mr. Rhodes: Agreed.

Mr. Germa: And usually these rights of way are not down the main street; they are usually in ravines or—

Hon. Mr. Rhodes: They work very effectively in Europe. I don't see why they can't be used here.

Mr. Germa: That's what I am thinking about, you know. There is not much electrification in Canada, as far as railways are concerned, other than private railways. I don't think CP or CN has too much experience on this. Maybe it's up to this government to take the lead. Now that you have dumped out Krauss-Maffei with their problem, you can take on another problem. This one is relatively simple compared with what you attempted to do with that other project.

Hon. Mr. Rhodes: This one would be soluble.

Mr. Germa: Yes, I guarantee you that.

Hon. Mr. Rhodes: Okay, I'll hold you to that, if anything goes wrong.

Mr. Chairman: Mr. Root.

Mr. Root: Mr. Chairman and Mr. Minister, re GO Transit, I know you stopped at Georgetown. I was at one of the meetings in Guelph

when the question was raised as to why you wouldn't go through as far as Guelph, and serve the areas of Acton and Rockwood—the southern end of my riding. At that time they said they would bring people down to Georgetown by bus, and the people from Guelph, said if they are going to get on the bus, they will stay on and go right through to Toronto.

Hon. Mr. Rhodes: Yes, it's a good idea.

Mr. Root: Then you have the traffic congestion down here. But anyway, is there any thought of extending GO Transit through as far as Guelph? I think there is a better turnaround at Guelph, and you maybe had to construct one at Georgetown.

Mr. Sutherland: We've had no decision from the railway transport committee on that hearing that took place in Guelph.

Hon. Mr. Rhodes: That's another problem we do have. I don't know, perhaps through some discussion with Marchand this sort of thing can be changed. But I find it rather strange that when the Province of Ontario wishes to go into this sort of service or extend this sort of service, we are treated exactly the same as an individual. We must go into the hearings, if it's an air service, and we have to go before the CTC or any of its agencies, as any individual would go. There doesn't seem to be any consideration for the fact that you are trying to serve a large population of a large province.

Mr. Chairman: Shall this item carry? Carried.

We'll go for a vote and resume on Monday.

The committee adjourned at 12:35 o'clock, p.m.

CONTENTS

Friday, November 15, 1974

Construction programme, concluded	S-2413
Public operations programme	S-2427
Adjournment	S-2430



Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Standing Resources Development Committee

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Monday, November 18, 1974

Afternoon Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974



CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 18, 1974

The committee met at 3:45 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (continued)

On vote 2304:

Mr. Chairman: Mr. Minister, and members of the committee, I guess we will proceed. I am the substitute for the substitute. Both the other men are away; one is sick and one has cattle problems.

Mr. T. P. Reid (Rainy River): Is it contaminating?

Mr. Chairman: I think so. I think it's abortion.

Mr. R. S. Smith (Nipissing): Couldn't he get a veterinarian?

Mr. Chairman: It is vote 2304, item 2.

Mr. Reid: Mr. Chairman, I wonder if the minister could explain what the \$945,000 is for and to whom it is going to be paid.

Hon. J. R. Rhodes (Minister of Transportation and Communications): Mr. Chairman, part of it is the subsidy we will be paying for the operation of the services that are now in northeastern Ontario.

Mr. Reid: Can you tell me what part is subsidy?

Hon. Mr. Rhodes: The whole thing is actually a subsidy.

Mr. Reid: To whom?

Hon. Mr. Rhodes: To the carriers who would be operating the norOntair service.

Mr. Reid: All right. But what I would like to know specifically—

Hon. Mr. Rhodes: Excuse me. Part of it is capital too.

Mr. Reid: Well, what part?

Mr. R. S. Smith: For the purchase of planes and so on?

Mr. Reid: Is part of that for the purchase of the Twin Otters?

Hon. Mr. Rhodes: Well, just answer the question; it doesn't matter which one of us does.

Mr. Reid: Well, maybe Mr. Davoud is probably more aware of the intricacies and could answer for us.

Mr. P. Y. Davoud (Director, Aviation Branch): The breakdown of the \$945,000 item is: operating costs—

Mr. Reid: It's the smallest item in the budget!

Mr. Davoud: The operating costs for phase one and two are—

Hon. Mr. Rhodes: Mr. Davoud, if we don't know, let's wait and get it, rather than just staggering around with—

Mr. Davoud: Sir, I was just given this a minute ago. I'll break it down as Mr. Reid requested it.

Mr. Reid: Well, do you want to go on to the next vote then? I have got other things to say, but—

An hon. member: Other people want to talk on this vote too.

Mr. Reid: If you don't know what the money is for, how are you going to discuss the vote?

Hon. Mr. Rhodes: Mr. Chairman, we have said we will get the breakdown for the member. If there are other questions on this vote, we will continue with those, and we could bring back the information requested by Mr. Reid.

Mr. F. Young (Yorkview): The member for Sudbury (Mr. Germa), who wasn't able to be here, asked me to bring a matter before the committee this afternoon. I'm afraid I am not too clear on the whole situation. But as it relates to an editorial that appeared in

the Sudbury paper, I might quote from the editorial and perhaps the minister will be able to give us some answers. It seems that the paper made a statement that Nordair had replaced Austin on the Sudbury-to-Timmins route, but now they say that is not the case.

White River Airways has leased a plane from Nordair and is flying their colours and availing themselves of the services of Air Canada as if it were Nordair. [The editorial asks] Who owns Austin? The Canadian Transport Commission has yet to give its approval of the sale to White River Airways.

There appears to be some mixup about the total ownership and about who is responsible for what in the total situation. I wonder if the minister has some answers to the questions.

Hon. Mr. Rhodes: I think Mr. Davoud probably can answer that one, because we are very much involved in attempting to bring two carriers together so that we could provide a service that would bring Kapuskasing into the norOntair—excuse me, when you say Nordair, you mean norOntair, don't you?

Mr. Young: NorOntair, I am sorry.

Mr. Davoud: Yes. I think I can explain that satisfactorily. The initial norOntair contract, for a three-year period, was operated under contract by White River Air Services on behalf of the Ontario government. It provided a service from Sudbury over to Sault Ste. Marie, up to Timmins, over to Kirkland Lake and Earleton, and back down to Sudbury. North Bay was added to the circuit in May, 1974, and the three-year contract expired on Sept. 28. We were required by the air transport committee of the CTC, which licensed the original operation, to notify our intentions as to whether we proposed to continue after the expiry date.

In March, 1974, requests for proposals were put out to public tender. Six carriers met at North Bay and put in their proposals to operate the recontracted service for three years. It was awarded to Bradley Air Services. Effective Oct. 28 1974, they are now operating the service which was originally run by White River on behalf of the government.

The government owns the aircraft and rents them to the carrier selected to operate the service. For about a year we've been trying, until recently to no avail, to interest White River and Austin, two private carriers licensed on the route from Sudbury to Timmins and Timmins to Kapuskasing, Austin being on

the southern section and White River on the northern one. We hoped to operate the third Twin Otter just by leasing it to them in our colours; as they were on the routes this would not pose any licensing problem. We didn't do very well with it. But recently White River has acquired the ownership of Austin and, effective Oct. 28, the White River-Austin combination is running the third Twin Otter in norOntair colours from Sudbury to Timmins to Kapuskasing.

Mr. Young: It sounds like a pretty complicated situation, Mr. Chairman.

Mr. Davoud: Sir, they're all tied together and integrated into the system.

Mr. Young: Of course, the problem, it seems to me—and it's raised in this editorial as well—is why the government itself hasn't done the whole job. Why don't they run their own airline instead of involving all this extra—

Hon. Mr. Rhodes: Mr. Chairman, I think I may have answered that on Friday. As I explained at that time, the province does not hold the licence and the Canadian Transport Commission will not issue a licence to us to operate an airline. We are only the co-ordinating agency and we are required, because of these licensing requirements by the federal agency, to work out the systems with the carriers which do have the licensing. For example, when the original loop was set up between Sudbury, Timmins and Sault Ste. Marie, and Earleton was involved, no one had that licence so we were able to have a carrier apply and be approved. But when the tendering closed and Bradley entered as the new successful carrier, he had to apply for those licences as well. We really don't have any control over this. We can only deal with the carriers that do have licences, or can get them. We can't get them.

Mr. Young: It seems an incredible situation. I think you mentioned last Friday that the province can't do this. But I suppose the feds have laid down the regulations and that's it.

Hon. Mr. Rhodes: Right. We have to operate like any other individual when we appear before the CTC. Mind you, we have an excellent relationship with them and they are doing as much as they can within the terms of their regulations to assist us to develop this service.

Mr. Young: Who is paying who, then, in this kind of situation? It looks as if the province is paying a subsidy for loss on the

part of the companies operating the airlines. Is that the case?

Hon. Mr. Rhodes: Yes, that is correct, and it has been that way since the beginning of the service.

Mr. Young: And included in that is management fees on the part of the airlines and all the rest of it, so that the cost is likely higher than if you had been able to get the licence for the province.

Hon. Mr. Rhodes: That would be pure speculation on my part. I don't know and I don't know whether Mr. Davoud or others could answer that.

Mr. Davoud: The original contract with norOntario was a management fee of so much a month to White River. We picked up the difference between operating costs and revenues. Then it was put out to public tender and recontracted on a basis which was won by Bradley. It's a highly competitive, fixed-price contract with an incentive in it so that the better the carrier does the better for him and the sooner they get the thing in the black. That's the basis on which it's been recontracted.

Mr. Young: Have we had time enough to know whether there is any real improvement in the situation?

Mr. Davoud: I can tell you that in the first month of operation the norOntair operation carried 500 revenue passengers. They carried 2,500 in October this year, and by putting White River and Austin together down the middle, there will be another 1,200 people into the circuit. In the next full year they expect the total network to carry between 45,000 and 50,000, so it is coming along very well. Two or three of the links are developing very well and others are not strong yet. It may take three or four years to get them that way.

Mr. Young: So you are hoping that so far as these lines are concerned your subsidies may drop over the years?

Mr. Davoud: Gradually diminish, yes, sir.

Mr. Young: And if that happens you may put in new links and keep the subsidy up?

Mr. Davoud: Well it depends; if it makes any sense. They were all designed initially to provide good local service between pairs of points which were non-existent, and good feeder service, and as you add small centres to it, against the province's economic develop-

ment plans, it may take two or three years to bring them up.

Mr. Young: Is there some understanding with these airlines that you can ask them to add new points of service?

Mr. Davoud: The contract is against the requirements of the government for a route pattern which the government wants to form.

Mr. Young: So you can lay down the pattern?

Mr. Davoud: That's right, sir.

Mr. Young: And you can serve the north as you conceive the north ought to be served?

Mr. Davoud: That's right, sir.

Hon. Mr. Rhodes: I am wondering if I might give the information that Mr. Reid asked for a little earlier?

The total operating costs for norOntair, \$1,330,000. The estimated revenues were \$635,000; the operating deficit would be \$695,000; advertising and promotion, \$135,000, and depreciation on a Twin Otter of \$115,000, for a total of \$945,000.

Mr. Reid: That \$945,000 is the operating deficit plus the depreciation on the Otter?

Hon. Mr. Rhodes: And advertising and promotion.

Mr. Reid: And we are talking about only one Otter?

Hon. Mr. Rhodes: In this particular case, yes. There are two other Otters. Mr. Bidell, do you want to speak to that particular point? Or Mr. MacDougall?

Mr. D. MacDougall (Executive Director, Financial Services, Ontario Northland Transportation Commission): The other two Otters were purchased by the government outright and turned over to norOntair at no cost.

Hon. Mr. Rhodes: Over to ONTC.

Mr. Reid: To ONTC? All right. This \$945,000, as I understand it, is covering the service that is actually in operation and run by Bradley Air Services. Is this correct?

Hon. Mr. Rhodes: Yes, that's correct.

Mr. Reid: So you really have nothing budgeted for the operation that we hope will go into effect Jan. 1 in northwestern Ontario?

Mr. Davoud: Mr. Reid, there is no way you can operate it on Jan. 1. It will take at least

four or five months at the very minimum, even with well prepared applications, to get them through and approved by the air transport committee. We are targeting hopefully for the spring time-table change, which is the end of April.

Mr. Reid: The end of April? So you hope by that time we will have a new budget with the money in it? I asked a question in the House, and I don't want to go over it again, about the press release that was put out by the chairman of ONTC and I hope you will clear that up for me, because I am a little concerned. I hope Mr. Davoud was in the House and heard the question. Maybe we could have it answered tomorrow, but in any case it seems passing strange to me that White River, who started the demonstration project would, as I understand it—did they bid on the subsequent contract?

Mr. Davoud: Oh certainly they did, and they had the benefit of three years experience.

Mr. Reid: Yes, well that's what is kind of strange, to me anyway, that they have had the three years experience, they know how the system would operate, and yet they were third I think in the tendering, were they not? Third or fourth?

Mr. Davoud: I don't recall.

Mr. Reid: They were not number one, even though they have had that kind of expertise.

Mr. Davoud: No, this is quite right.

Mr. Reid: They just didn't sharpen their pencils up sharp enough?

Mr. Davoud: If you would like to put it that way. Don't forget, Mr. Reid, that the other people, Bradley, have operated five Twin Otters for a long time and have had a lot of experience.

Mr. Reid: So can I assume then that when the smoke clears on the northwestern operation, it will be done in the same method as the Bradley Air Services—

Mr. Davoud: Yes, I might just tell you what happened. We wrote to 12 carriers, all in the north, from Pem-Air in Pembroke all the way across to Red Lake. They are all well-known established operators. We also advertised in the paper and called them into the Lakehead for a two-day conference in July and we used the recontracting document for north Ontario as the basis for our north-west and north central proposed plans. We discussed it with them during the afternoon,

let them look at it overnight, discussed it all the next day with them and then gave them five weeks to submit the proposals which we had outlined, or alternatives, if they felt they had better ones.

That's the way the thing was done. We got replies from six of the 10 carriers. Two of them thanked us for letting them come and listen and one said he wasn't capable of swinging it. We got six and we analysed them thoroughly. We've selected two carriers. Their contracts are being finalized with them and also the applications which have to be prepared by those carriers to go to the CTC.

Mr. Reid: I can assume I gather then from Mr. Jessiman's press release that the carriers chosen were On Air in Thunder Bay and Canadian Voyageur Airlines. Can I assume that? Or was the press release not correct?

Mr. H. F. Gilbert (Deputy Minister): I don't think it's true. I don't think Mr. Davoud has seen the press release.

Mr. Davoud: I haven't seen it. I don't know what was said, I'm sorry.

Mr. Reid: Briefly what was said, and I raised this in the House today, was that Mr. Jessiman made an announcement, or was asked by the Thunder Bay Times-Journal about the system, and he suggested that On Air in Thunder Bay and Canadian Voyageur had been the successful applicants. What concerns me particularly, as I mentioned to the minister, is that he said that the first phase of the service would deal with the eastern section of northwestern Ontario and the town of Fort Frances in my riding, particularly, and Sioux Lookout, which have an operating service, was left out of the announcement or the question.

Mr. Davoud: I don't understand, Mr. Chairman.

Hon. Mr. Rhodes: I don't think, Mr. Chairman, that Mr. Davoud should be answering this particular question, because it is really not one that he was involved in in the press release.

Mr. Reid: All right.

Hon. Mr. Rhodes: Let me say to you that it certainly is intended that Fort Frances is to be included in the start of the programme.

Mr. Reid: Sioux Lookout also?

Hon. Mr. Rhodes: And Sioux Lookout as well, yes. I think probably where there is

some confusion is it was not intended to include Atikokan at this stage—

Mr. Reid: Right, that was mentioned.

Hon. Mr. Rhodes: —until the airstrip there was brought up to proper standards. As far as the press release is concerned, the negotiation and discussion relating to the development of that service in northwestern Ontario had been carried on by ONTC and ONTC officials. I was advised on Friday that everything had been cleared and that a press release would be going out as to who the successful bidders were. At that time, I suggested to the chairman that if he had cleared this with his commission, then by all means if he was prepared to do so, to make a press release. The press release was released, I understand, by the chairman. Whether it was from North Bay or from where, I don't know. I do know that my information is that Air-Dale from Sault Ste. Marie was the successful bidder to go the eastern end of the northwestern Ontario flight.

Mr. Reid: No, they were not mentioned.

Hon. Mr. Rhodes: I saw the story that came out of the Thunder Bay paper, and I notice this was not mentioned, but the successful carriers in the western end of the northwest was a combination of On Air and Canadian Voyageur.

Mr. Reid: All I'm trying to do is clear it up, because it has caused, as you can imagine, a little consternation.

Hon. Mr. Rhodes: As I said to you in the House, I'll be quite happy to get this whole thing straightened out and have a statement in tomorrow to give you exactly what the position is and what areas and communities will be served.

Mr. Reid: All right, fine, I appreciate that. If I may just ask one more question, how does the 645,000-deficit in operating costs compare with the three years that White River operated the system? Is that higher, lower or about the same?

Hon. Mr. Rhodes: I'll have to turn to Mr. Davoud or someone from ONTC. Are the figures that are being asked for now available; comparative figures as to the deficits of the operating of the first three years of White River?

Mr. Gilbert: I have no comparisons.

Hon. Mr. Rhodes: Are they available? Surely someone must have the figures avail-

able as to what the operating deficits were in the first three years of operation.

Mr. Davoud: It's a little difficult, Mr. Reid, to compare the first three years, because the contract with norOntair for White River expired only about five weeks ago.

Mr. Reid: But we must have budgeted something in the last three years to cover the deficit.

Mr. Gilbert: Yes, we did, Mr. Reid, and we will get those figures. You are quite right—we have to get them and be able to submit them to you.

Mr. Reid: Thank you.

Mr. Chairman: Mr. Smith.

Mr. R. S. Smith: I have a couple of questions. The minister indicated earlier that the government itself, per se, could not make application for these licences. Is that correct?

Hon. Mr. Rhodes: Mr. Davoud is probably more competent to answer the intricacies of involvement with the CTC. My understanding is that our relationship with the federal agency is that they are the licensing agency, that they have not indicated an interest in licensing the province as such, that they would license the individual carriers and then we have to bring these individual carriers together to form an air service. This is what we have done in both the northeast and, in this case, the northwest as well.

Mr. R. S. Smith: But you yourselves have not made an application to provide the service per se?

Hon. Mr. Rhodes: Not to the best of my knowledge, because I think we have been advised not to. I will let Mr. Davoud carry on with that.

Mr. Davoud: We have a cabinet directive to maximize the participation of the private sector, so all these routes and all these planned services that are existing now are flown against the requirements of the government by a private carrier. The private carrier makes his application to the air transport committee to operate the route pattern in the manner specified.

Mr. R. S. Smith: But that is different than saying that you people don't have the right to make application to the air transport committee.

Mr. Davoud: Right.

Mr. R. S. Smith: What you are saying is that you have cabinet's direction to maximize the private carriers.

Mr. Davoud: Right.

Mr. R. S. Smith: Now, that is a provincial cabinet directive.

Mr. Davoud: Right.

Mr. R. S. Smith: That has nothing to do with the air transport committee's decision to license or not. What you are saying to me in effect is that the cabinet has made a decision that this organization will be operated by private carriers.

Mr. Davoud: Right.

Mr. R. S. Smith: And you are not saying to me that the air transport committee has made that decision, as the minister said. Now, which one of you is right?

Hon. Mr. Rhodes: Well, I am going on the basis of the information that was given to me by officials of this ministry that we could not apply for a licence. If that is incorrect, I will have to apologize for putting along misinformation.

Mr. R. S. Smith: I am just trying to find out.

Hon. Mr. Rhodes: Yes, I understand that. I must confess it looks like I am trying to find out as well.

Mr. R. S. Smith: And Mr. Davoud says it is cabinet instruction that in fact the government itself does not make applications to the CTC. I want to know which is right. I think this is important—the philosophy of the whole operation.

Hon. Mr. Rhodes: I can't answer you, Mr. Smith, because my understanding and my information, Mr. Chairman, was that we did not make application because the federal government did not want the Province of Ontario—or any other province, for that matter—being an air carrier. That's why no application was made. Now, if that is true, I can go by what I was told; if it is not true, then I have been given misinformation.

Mr. R. S. Smith: Well, I am prepared to accept that if somebody else over there will straighten out what they've said, so we'll all have the same story.

Hon. Mr. Rhodes: Yes, sir, I sure would like to have the same story, too.

Mr. R. S. Smith: Because it is kind of a fundamental question.

Hon. Mr. Rhodes: Yes, it is. To tell you the truth, if we could apply I would rather we did in fact apply—either us or the ONTC—for a licence.

Mr. R. S. Smith: I agree.

Hon. Mr. Rhodes: But I have been advised that this was not possible.

Mr. R. S. Smith: Well, I'd like to know. So who knows?

Mr. Gilbert: I think Mr. Davoud might be able to clarify this. It is my understanding, on the discussions between the province and the CTC, of course, answering to the federal government, that we had made our submission to them based on covering the north with a network using the private carriers, and that it was on this basis that we were carrying forth our programme.

Mr. R. S. Smith: But the question I am asking you is—and I will ask you specifically—is it possible for the government of Ontario to make application to the air transport committee for similar licences that have been made by these private carriers? I have been given to understand by the minister that it's not possible, and then I am given to understand by your people that it has been a governmental decision at the provincial level not to do it that way, but rather, to support the applications of private carriers.

What we are into here is the development of a third-level carrier covering northeastern Ontario, northwestern Ontario shortly, and many other parts of this province. I know there are negotiations going on for other areas of this province. What you are in effect doing, is establishing a third-level carrier across the whole province. That is, perhaps, the eventual outcome of this whole process. At least, that is the feeling I have. If that is, in fact, the case, and looking back at the experiences you have had with private carriers—some bad, some good, some indifferent—and the experience you are going to have trying to pick up private carriers to service the rest of the province, you are eventually going to have to look at a third-level carrier.

Hon. Mr. Rhodes: I think Mr. Smith is quite correct. We are not prevented from applying for such a licence. There is nothing to prevent us. We are like any other applicant. We can go in and apply for it.

Mr. R. S. Smith: Okay.

Hon. Mr. Rhodes: It has been my information, and I will again ask Mr. Davoud to either verify it or otherwise, that it has been suggested by the CTC that we should, in fact, not apply.

Mr. R. S. Smith: That's altogether different than saying it has been government policy at the cabinet level not to apply. That is altogether different.

Hon. Mr. Rhodes: Yes, but it's not a question of government policy. As I understand, Mr. Davoud has said—and this goes back to the beginning of his service—cabinet wanted to do everything possible to involve the private carriers in this service. Over the past number of months, the CTC has indicated they would much prefer we work with the private carriers, and that we, in fact, not apply for a licence. That is my information. I can only pass along to you what I have been told.

Mr. R. S. Smith: Okay, I am not disagreeing with what you are saying because I don't know what you have or haven't been told.

Hon. Mr. Rhodes: I am beginning to wonder, too.

Mr. Reid: Maybe Mr. Davoud could clear it up for us.

Mr. R. S. Smith: I came to the point where there was a divergence of opinion, because, I think it is important when we are talking about the philosophy of private ownership as compared to government ownership of a third-level carrier in this province. It's going to come to the point where the government is going to have to make up its mind whether it's going to continually shell out the dough to provide third-level service across the whole province. It is going to be a continual shell-out, and it is really questionable whether some of it should be shelled out or not over the next year. It could be a large number of years. I think some fundamental decisions have to be made.

Hon. Mr. Rhodes: Are you not considering there is a very real possibility in the future that this type of service will have to be extended into the southern part of the province as well?

Mr. R. S. Smith: That's what I am saying. You are already into some type of negotiations. There have been public announcements as to Sarnia and other places.

Hon. Mr. Rhodes: Those did not involve, by the way, the government of Ontario. They were private carriers. There's that possibility.

Mr. R. E. Smith: Yes, but the government has made announcements.

Mr. Gilbert: Mr. Davoud, will you speak on this?

Mr. Davoud: Yes. Perhaps I can clear this issue up. The approval by the cabinet of the whole north air service plan recommended we maximize the use of the private sector. We received no directive from anybody that the province was not to apply for a licence to operate any, or all, of these routes.

We went to take over some of the routes which Air Canada bowed out of up north; we were hand in glove with them, so they applied to suspend and we went in. We were denied the Sudbury to Timmins sector and the Sudbury to North Bay sector. In the minds of the Canadian Transport Commission we were trying to put together a provincially operated regional air carrier. All the private carriers in the air transport committee were very much against it. They are completely in agreement with what we are doing now. They are holding this out as an example to all the provinces in Canada as the way to develop local and feeder services. There is nothing to prevent the putting together of a licence by the province through some vehicle and making an application. But it would probably take a tremendous length of time and cause a lot of disillusion.

Mr. Reid: And possibly be turned down.

Mr. R. S. Smith: Your sister province has just bought a second-level carrier.

Mr. R. F. Ruston (Essex-Kent): But they have been advised they may have to sell it.

Mr. Davoud: They went on the open market and bought control of the shares.

Mr. R. S. Smith: Further to this, I have some other questions that I can never really figure out about this whole thing. The minister talked about the one Twin Otter which is owned under this vote and is leased to—I suppose now it is Bradley Air Services. The other two Twin Otters are owned by the ONR. Is that right—the ONTC?

Mr. Davoud: The first two were bought by the province outright, by the Ministry of Transportation and Communications, and rented for the initial service. When we transferred the operational control to ONTC a year ago October they bought the third airplane from their budget. The fourth aircraft, which is required for the first stage of the

implementation of the system, will be bought from their budget and we need a fifth one. That will also be purchased by ONTC.

Mr. R. S. Smith: As I understand it, in the first agreement with White River these were leased to the operator at so much per year. Is that still the case with each individual plane, with Bradley, or with anybody else, or is it all a part of the bargain or the deal that has been negotiated with Bradley?

Mr. Davoud: I am sorry, I don't understand what—

Mr. R. S. Smith: Let's put it this way, how does Bradley come into the use of these three Twin Otters? Under what kind of an agreement?

Mr. Davoud: We rented to Bradley. Bradley had applied for the continuation of the contract beyond the three years. It expired with White River on Sept. 28 and on July 1 Bradley had to apply to the air transport committee—having been selected to take the service on beyond the expiry date—for the licence. All we did when they were issued the licence by the air transport committee was rent the airplanes to Bradley rather than White River.

Mr. R. S. Smith: At what rate?

Mr. Davoud: They are provided almost at cost.

Mr. MacDougall: At \$1 a year and other valuable considerations. They are owned by the Ontario Northland, all of them.

Mr. R. S. Smith: At \$1 a year?

Mr. MacDougall: Yes.

Mr. Davoud: That's part of the contract. We provide the aircraft and pay the operating expenses.

Mr. R. S. Smith: At \$1 per year. In other words, this \$945,000 does not include the cost of those aircraft which are rented to these people at \$1 a year. If you are getting into the fifth one, and they are worth a half a million bucks apiece or a little more, you are talking about \$2.5 million in capital outlay.

Hon. Mr. Rhodes: Remember the figures that I gave you earlier? At no time did I say it was capital. I said that the operating deficit was \$695,000—operating deficit—and that the other portion of the deficit was advertising and promotion and depreciation on one Twin Otter.

Mr. R. S. Smith: Right.

Hon. Mr. Rhodes: There was no attempt to mislead you that we were including it.

Mr. R. S. Smith: No, no. I understand that. But there are three Twin Otters so the depreciation, I presume, appears down in the \$3,230,000 of the ONR vote. Is that right?

Mr. MacDougall: The first two aircraft were purchased through the ministry's budget in earlier years, and it is only this third aircraft that was purchased in the current year and paid for by the ONTC.

Mr. R. S. Smith: And you are writing it off as depreciation and renting it to Bradley at \$1 a year?

Mr. MacDougall: Right.

Mr. R. S. Smith: Now there are going to be two more purchased? Is that the same deal?

Mr. MacDougall: Yes.

Mr. R. S. Smith: So in other words what we have is capital expenditures because, as I remember anyway, these planes cost between \$500,000 and \$600,000. Is that correct?

Mr. MacDougall: They cost \$700,000.

Mr. R. S. Smith: They cost \$700,000. So we have capital expenditures of \$3.5 million if we are talking about all five airplanes. Part of it is taken into consideration in the \$945,000; a small part of it is taken into consideration in the \$3,230,000, is that right?

Mr. MacDougall: Yes.

Mr. R. S. Smith: The depreciation on the two you owned or one, or whatever you—I can't read it. Somebody says two up there and one over here. I think that's right, there are two up here. Two owned by the ministry and one by ONR right now. You first started out with two.

Hon. Mr. Rhodes: Right, the ministry acquired two at the very beginning.

Mr. R. S. Smith: Right.

Hon. Mr. Rhodes: And then the third one was the one that we are referring to, the ONR aircraft.

Mr. R. S. Smith: Right. Now there are two more being purchased; one by the ONR now and another one in the near future.

Hon. Mr. Rhodes: Right.

Mr. R. S. Smith: So what we are talking about is \$3.5 million in capital expenditures, plus an underwriting of all the operating losses, plus all the advertising—a pretty good deal for those guys. I mean, did they share any loss at all, or did they take any chance at all, these guys?

Hon. Mr. Rhodes: They bid on that air service at a cost per mile to operate; and with a margin of profit, obviously. They are not going to run a philanthropic organization. You may rest assured that if they were having to acquire the equipment and they were going to have to pay the advertising promotion costs, that all of that would, of course, be calculated into their cost per mile. And so, it's six of one and half a dozen of another.

In this case, in order to get this service we have acquired the equipment that is necessary and put it into operation on this agreement. It's all part of the contract; it's all part of the tender call as to what we will be supplying and what they are expected to supply—and they bid accordingly.

So, I really don't see what difference it would make. If you went the other route, you are just going to be paying a higher cost per mile to offset the capital investment.

Mr. Young: Is maintenance cost paid by them?

Mr. MacDougall: You'll find the maintenance costs are, yes.

Mr. Young: Is maintenance cost paid by them to keep them honest, as far as the expenses are concerned?

Mr. R. S. Smith: What about insurance?

Mr. MacDougall: Yes. Insurance on the aircraft is provided by the Ontario Northland.

Mr. R. S. Smith: So that's another cost that doesn't appear in this \$945,000,—and insurance costs are rather high on five of those planes.

Mr. MacDougall: It's part of the operating costs that would be included in the \$1,130,000 operating cost.

Mr. R. S. Smith: All right; that is ONR's operating costs, \$1,130,000?

Mr. MacDougall: Including what we pay to Bradley, yes.

Mr. R. S. Smith: And then the ministry's operating cost is \$945,000, so we are talking about—

Mr. MacDougall: That would be the next cost after the revenues are deducted.

Mr. R. S. Smith: So, really, what we are talking about is about a \$2.2 million cost to the government for this service. There would be ONR.

Mr. MacDougall: Cash outlay for 1974-1975 would be \$1.8 million, really.

Hon. Mr. Rhodes: Including the ONR's portion?

Mr. R. S. Smith: Oh yes.

Mr. MacDougall: The cost of that fourth aircraft.

Mr. R. S. Smith: And once you get up to a fifth aircraft it'll likely be \$2.4 million.

Mr. MacDougall: Yes, except that we are writing the cost off over the life of the aircraft, rather than this one lump sum.

Hon. Mr. Rhodes: You can rest assured that with the advent of the northwestern service, this particular sum is going to be substantially increased next year. Now then, the choice that has to be made is whether or not we are prepared to continue on with a form of subsidy—and there is no question about it; that's exactly what it is—in order to supply this third-level carrier service into the communities that need it. And if there is any question in your mind about whether it is needed or not, I'd like to hear about it, because my understanding was that everybody wanted it.

Mr. R. S. Smith: I am not questioning the need, I am just questioning the way you are doing it.

Mr. Gilbert: I would add that—

Mr. R. S. Smith: And I think there is a basic philosophical difference in the way that I might do it and the way you might do it. Maybe there isn't between you and me.

Hon. Mr. Rhodes: I don't think so.

Mr. R. S. Smith: There might be between some of the others, some of your friends.

Mr. Gilbert: I would add that this is a programme that the ministry is carrying the deficit within our budget, and the ONTC is the operating agent for the ministry here. That is why the \$945,000 is carried within our budget.

Mr. R. S. Smith: Yes, but I just want this all put together so that people might realize

what it is costing them. All that stuff they are hearing—

Mr. Gilbert: I can understand that.

Mr. R. S. Smith: —and all this blab they are getting. I want them to know that that's costing them a couple of million bucks. It's costing them \$100,000 and more to be told what it's all about, too. And I find that cost really a little hard to justify. But that's the PR you are doing.

Hon. Mr. Rhodes: I am extremely surprised that a man like yourself who has spent so much time in business, a very successful businessman, who doesn't recognize the value of—

Mr. R. S. Smith: Oh, I wasn't that successful. I always worked for a living.

Hon. Mr. Rhodes: That's right—is a man who doesn't recognize the value of promotion.

Mr. R. S. Smith: That depends on what you are trying to promote.

Mr. Reid: Whether it is business or government.

Hon. Mr. Rhodes: I'll leave that to your and Mr. Reid's imagination.

Mr. R. S. Smith: Oh, no, it doesn't take much imagination; just about that much.

I find your promotional costs—what are they—one hundred and some thousand?

Mr. Davoud: That is \$135,000.

Mr. R. S. Smith: Yes, \$135,000 out of this budget. Now, if we take it out of the total, I suppose it works out to about six per cent of your total loss. How much business are you actually doing in dollars and cents; the gross volume?

Mr. Davoud: The revenues on the present norOntair integrated network for October were over \$50,000.

Hon. Mr. Rhodes: That was for only one month.

Mr. Davoud: One month.

Mr. R. S. Smith: So you have an income of \$600,000 a year based on that one month. I would like to bring to Mr. Rhodes' attention that I know of no business that spends 20 per cent of its gross in promotion, unless it's government. If that's the way he ran his business when he was in business that's why he's here. Maybe that's why I'm here; I don't know.

Hon. Mr. Rhodes: I was never in business so, you see, I don't have the advantage of your expertise.

Mr. R. S. Smith: If I had spent 20 per cent of my gross in advertising and in PR I would not have been in business very long.

Hon. Mr. Rhodes: That's not gross. You are playing with figures, and there's the old philosophy that figures don't lie but liars can figure. Let's get down to it. The operating deficit I'm talking about is—

Mr. R. S. Smith: Wait a minute. I resent that remark.

Hon. Mr. Rhodes: I'm talking about myself as well as you. I'm playing with the same figures.

Mr. R. S. Smith: It's more about you than it is me.

Hon. Mr. Rhodes: That's a matter of opinion. It may well be about you too, because you're throwing the figures out and I'm trying to respond, and don't try and mislead the members.

Mr. R. S. Smith: Oh, no. They're your figures. They're all your figures. None of them are my figures.

Hon. Mr. Rhodes: That's right, then look at them: \$635,000 is the estimated revenue. We recognize that there is going to be a deficit.

Mr. R. S. Smith: Right.

Hon. Mr. Rhodes: You still have to attempt to promote, and you can't use that \$635,000 estimated revenue figure as the figure to relate the \$135,000 advertising and promotion budget against.

Mr. R. S. Smith: Why?

Hon. Mr. Rhodes: You have to go back to your total operating cost. If you're going to increase the usage of that airline and cut down that deficit, you're going to have to get people to use it, and you aren't going to be able to do it by any other means that I can think of other than to promote and get people to use that service.

Mr. R. S. Smith: That depends on a lot of things. I think there's all kinds of promotions that could be done that are not that costly and that are maybe more effective than the ones you are using. That's a value judgement.

Hon. Mr. Rhodes: Yes, that's correct. I'll go along with that.

Mr. R. S. Smith: But I've watched what type of advertising you do and I've looked at some of the advertising and much of the advertising is almost—done by the ONTC anyway—

Hon. Mr. Rhodes: They do it all.

Mr. R. S. Smith: —not to sell a product, particularly as it is to—

Mr. Reid: Aggrandize.

Mr. R. S. Smith: —aggrandize the system and say what good fellows they are and wish everybody a happy Thanksgiving in colour, at about \$700 a page and all that kind of stuff. That's stuff doesn't put people on airlines and I don't care what you say. I was in a hard competitive business and that stuff doesn't sell or doesn't put people on airlines, but it sure makes the government look good.

Hon. Mr. Rhodes: There's nothing wrong with that.

Mr. Gilbert: Mr. Smith, we were criticized at the beginning for not advertising this service enough. As I recall, in fact, in one of the estimates, last year or the year before, this was one of the criticisms, that we weren't advertising the service enough. Really, as the minister has said, as a new service starting up you've got to get out and promote the service, and it's really a judgement call, isn't it, whether it's too much or too little in the first year or so? After that you can get something back and you're able to decide just how much you should be doing and in what form.

Mr. R. S. Smith: Oh, I realize it will be different in the third or fourth year of operation than it would be in the first, but, as far as I can see, the service is directed toward a very narrow group of people. I don't say that this is wrong that that service is directed to a narrow group of people or not. I say that they are the people who need that service and that's the reason for the service. But I don't see your advertising being directed specifically toward the group that is using your service, because I think if you watch the people who got on your airline 90 per cent of them are business people. A lot of them are government people—

Mr. Reid: Or civil servants.

Mr. R. S. Smith: Yes, but 90 per cent of them are business people and that's the direct

relationship that has to be tied into your advertising. I don't think the public, generally speaking, from the point of view of the travelling public, other than those who are travelling for business purposes, are using this type of service.

Hon. Mr. Rhodes: Part of our requirement, too, I think is that because of the limited area that the service is now serving in the north-east, with no tie-in, that we were in a position of being required to let people know—for example, in the northwest that is not now to this day being served by the same service, many people who were coming out of, for example Thunder Bay, were of the opinion that if they wanted to get to Sudbury they had to fly from Thunder Bay to Toronto and then back to Sudbury. The same to North Bay.

We were required to let it be known that we did have a service; that they could in fact, if they wanted to get to North Bay, come down to the Soo, get on our service, and then go to North Bay or to Sudbury. That requires some promotion—to get people up there who aren't even aware of what that network is down in our area.

I am not going to disagree with you that perhaps we don't need the intensive advertising in North Bay or in Sudbury or in the Soo or Timmins because they know the service is there and they know what it is tied into. But there are other areas. It's the same trying to get people on to connecting airlines. One of the reasons why we are tied in with Air Canada and Transair at the present time, as because of the fact that we have been able to feed passengers to their service and they to us to make connections for these various communities. Now, with the north-west tied in, it's going to be even better from our point of view, the interlining that we will be able to work out with them.

I still feel that you have to spend this kind of money at the present time because of the fact that we are relatively new in this service. We are serving relatively smaller communities with short hop intercity routes and as long as we are into this sort of thing, it's going to cost us money until such time as these communities get larger.

To me it is logical that if you are going to supply the type of service we are supplying in the communities which you, I think, fully agree need this type of service, we are going to have to look at a fairly substantial operating deficit. If that is not the type of service we want then I would have to ask, what do we do? Do we get out of the busi-

ness and go back to what we had three or four years ago where the only connection between our northern communities was by car? I don't think that's very good considering the atrocious rail service that we have as far as passengers are concerned.

Mr. R. S. Smith: No, I'm not suggesting that at all and you realize that.

Hon. Mr. Rhodes: I don't think you are.

Mr. R. S. Smith: But the point is that fundamentally I believe the ONR or the government should be operating and owning this service, and that's what I find very difficult. You are going to suffer the losses now, but when the time comes when the profits are going to start to flow, then you are going to get a share of them. Under this agreement there is no way, when it starts to show a profit, that it is going to be of any benefit to those who have suffered the losses. I don't think that is real free enterprise no matter how a free enterpriser wants to cut it. But that's a philosophical difference.

The other questions I have are on the norOntair application to service Thunder Bay. They missed the Soo and they missed North Bay.

Hon. Mr. Rhodes: NorOntair?

Mr. R. S. Smith: Nordair.

Hon. Mr. Rhodes: Nordair.

Mr. R. S. Smith: Their application to the air transport committee; they missed the Soo and they missed North Bay and I'm sure it must have bothered you because it bothered me. I made a submission on the basis that if they were to provide that type of service that they should touch all the growth points in northern Ontario. Obviously they have run into some problems because of the fact that they can't get their planes in or out of the Sudbury airport, which I don't really understand. Where did provincial government stand on their application?

Hon. Mr. Rhodes: Our position has been all along to neither support nor object to this level of carrier coming into the north.

Mr. R. S. Smith: That is the second level?

Hon. Mr. Rhodes: Yes. And the reason we've said this is that we do not want to be placed in an adversary position with airlines that we would be required to work with very closely in order to interline our norOntair service. From the government's point of view, it is desirable to have this type of service

into the north. The more service we can get by these carriers the better it is for us and for the people that live in the area. So we really don't care whether it's Air Canada, whether it's Nordair, whether it's Transair or who it is. It's a matter for the CTC to determine whether they will licence them or not to carry out this service. In the meantime, our involvement is that if Nordair was to come in and serve Thunder Bay, the Soo, Sudbury and North Bay, or any one of those. We want to be able to tie in our service with them for ticketing and scheduling so we can take advantage of the service they are offering and the extra communities they would be opening up for the people who would ride norOntair and connect with them.

Mr. R. S. Smith: In other words, you people took no position as far as their application is concerned.

Hon. Mr. Rhodes: Neither objecting to nor supporting, right.

Mr. R. S. Smith: Even though it would have a direct detrimental effect, from the point of view of the service that you offer, if they were granted a licence from, say, Thunder Bay to Sault Ste. Marie, Sudbury, North Bay and Ottawa. They would be in direct competition with you people.

Hon. Mr. Rhodes: To a degree it would be going in a straight line, yes, but not any more than Transair is now from Thunder Bay to Sault Ste. Marie to Toronto.

Mr. R. S. Smith: More, because they would be coming right into the area.

Hon. Mr. Rhodes: Yes, they would be coming into more of the area.

Mr. R. S. Smith: The other question I have relates to the applications—and I know this gets into an area that is really difficult to understand—that were made by Voyageur Airways and another operator—

Mr. Reid: On Air?

Mr. R. S. Smith: No, it wasn't On Air.

Hon. Mr. Rhodes: Great Lakes?

Mr. R. S. Smith: Great Lakes, I guess it was — insofar as Ottawa-North Bay-Sudbury is concerned. As I understand it, the deal was that this was the "in" for Bradley, and they did get in this way by buying Voyageur when they were on the point of going bankrupt. Voyageur had no support at all from this government, and I suppose that was on

the basis of the policy you have just stated, that you don't support anybody or you don't go against anybody.

Hon. Mr. Rhodes: That's right.

Mr. R. S. Smith: They had some great difficulty, but as soon as Bradley took over there was no problem in hooking them up with norOntair.

Hon. Mr. Rhodes: Again, the application that would be made by Bradley or any other carrier would not be made to us. The application would be made to the CTC for licensing—

Mr. R. S. Smith: That's right.

Hon. Mr. Rhodes: —understanding that norOntair does not go into southern Ontario at all. If Bradley is successful in getting his licence to run that service, then the logical thing for us to do would be to tie in with whatever service is coming in, whether it's Air Canada, Nordair, Bradley or somebody else.

Mr. R. S. Smith: Why was no effort made then to tie in with Voyageur before it was taken over by Bradley?

Hon. Mr. Rhodes: I don't know—

Mr. Gilbert: You mean to tie in the service, the scheduling or what?

Mr. R. S. Smith: The scheduling and everything you people have now tied in with Bradley.

Mr. Gilbert: Bradley bid on it when it came up again with White River. As far as Voyageur is concerned, White River was operating at that time, was it not?

Mr. Davoud: Perhaps I can clarify it. Bradley pulled up Voyageur, which was right down on its knees, upgraded the service and did it as a private carrier. The service was only licensed between Ottawa and North Bay. They applied to extend it to Sudbury, and it was subsequently granted. Then they operated either directly from Sudbury to Ottawa or via North Bay. But that is a private operation, and now that it's upgraded to its present level, it is all being tied in with norOntair.

The reason we couldn't do anything at North Bay is that we weren't licensed into North Bay at the time that Voyageur was running as Voyageur. NorOntair wasn't licensed into North Bay until last May.

Mr. R. S. Smith: I know, but you are not licensed into anywhere, let's face it. Bradley is licensed, but you are not. Let's draw the line—

Hon. Mr. Rhodes: But there was no norOntair service into North Bay.

Mr. R. S. Smith: But Voyageur were licensed, and Voyageur were not offered co-operation before they were taken over by Bradley. Voyageur were licensed from Ottawa to North Bay; there was no offer of any co-operation from norOntair.

Mr. Davoud: We couldn't make any connection at North Bay because norOntair was not licensed into North Bay at the time. We ran between Sudbury and Earleton. We weren't licensed into North Bay.

Hon. Mr. Rhodes: Let's clear up the language that is being used here. The norOntair service did not go into North Bay. It's not a question of licence, because we don't hold a licence. But norOntair service did not go into North Bay, and White River did not have a licence to fly into North Bay; and they were the operators of norOntair. So we couldn't very well tie in with somebody who wasn't there. If we were not going into the place, how could we tie in with Voyageur? It was impossible. We didn't fly any norOntair aircraft into North Bay, and you know that.

Mr. R. S. Smith: I know that, but Voyageur made representations to you people on the basis of being included in norOntair and got nowhere.

Hon. Mr. Rhodes: Don't forget that we asked for the service to be bid on, and Voyageur had every opportunity to bid on it, as did every other private carrier in the area. It had every opportunity to bid on the total circuit.

Mr. R. S. Smith: No, not on the total circuit. I'm not talking about the total circuit.

Hon. Mr. Rhodes: We have nothing to do with running from North Bay south because we are not involved in anything that is south of North Bay.

Mr. R. S. Smith: I am not talking about running south. I am talking about North Bay/Ottawa and North Bay/Sudbury.

Hon. Mr. Rhodes: North Bay/Ottawa is right out of our picture.

Mr. R. S. Smith: No, it isn't now.

Hon. Mr. Rhodes: Yes, it is. There is not one norOntair aircraft used to run out of North Bay into Ottawa.

Mr. R. S. Smith: Well, you people had better get together there and find out who is right and who is wrong.

Mr. Davoud: There is no norOntair aircraft that operates downstream from North Bay to Ottawa. There is one operating between North Bay and Sudbury and there is also a Bradley and Voyageur operating between North Bay and Sudbury as part of the through service to Ottawa.

Mr. R. S. Smith: But it all ties into the one company.

Mr. L. Maeck (Parry Sound): I think the missing link here, Mr. Chairman, is simply that White River Air Ways was not licensed to run from White River to North Bay to make the connecting link between White River and Voyageur—

Hon. Mr. Rhodes: Sudbury.

Mr. Maeck: —and I think that is what the problem is.

Mr. R. S. Smith: It is not quite that simple.

Mr. Maeck: I think that is what it is.

Mr. Gilbert: Mr. Smith, one thing we have to keep remembering is that CTC is a very autonomous group, as you know. When we talk to them we are strictly suggesting. As I was saying earlier, we met with the CTC people and outlined to them what we are trying to do. Since that time, we seem to be getting along fairly well, but up until that time—Believe me, when you are talking about Ottawa to North Bay, we have nothing to do with that whatsoever.

Hon. Mr. Rhodes: I think you well know we actually had to go to the minister and ask him to overturn the ruling of the CTC which in fact prevented the service going into North Bay.

Mr. R. S. Smith: Prevented the service going in from Ottawa.

Hon. Mr. Rhodes: From Sudbury.

Mr. R. S. Smith: Yes, because you didn't want to make an agreement with that carrier.

Hon. Mr. Rhodes: I can't talk about that. I can only say we wanted to run the service into North Bay. We were denied by the CTC

and it required a ministerial order to turn it around.

Mr. R. S. Smith: Who was denied?

Hon. Mr. Rhodes: The application to go into North Bay as part of the norOntair service.

Mr. R. S. Smith: Who was the applicant?

Hon. Mr. Rhodes: It was denied.

Mr. Davoud: White River on behalf of norOntair.

Hon. Mr. Rhodes: White River.

Mr. R. S. Smith: Not norOntair?

Hon. W. Rhodes: No, White River was the applicant.

Mr. R. S. Smith: Okay. That is different from "we," and this is the problem that you are continually going to be into, because you are playing one private operation against the other.

Hon. Mr. Rhodes: You have a vivid imagination on this, because we are not playing anybody against anybody.

Mr. R. S. Smith: I have been involved in this for a long time.

Hon. Mr. Rhodes: Well, maybe that is what fouled it all up—I don't know.

Mr. R. S. Smith: Maybe it is. I'm sure if I could foul it up, I would be the only one in the country who could do a better job than you.

Anyway, the point here is that the operator who was there before and who tried to make a go of the service was blocked at every turn. He had no support from norOntair. You yourself say you went down and met with the transport commission and worked out what kind of a deal was going to be made to provide third-level carrier service, and the fact of the matter is you included in that deal who the third-level carriers were to be.

Hon. Mr. Rhodes: That is not correct.

Mr. R. S. Smith: Well, you say "our application was turned down" and then you say "our application" was that of White River.

Hon. Mr. Rhodes: When I say "our" I mean with a certain amount of—

Mr. R. S. Smith: This is it. You people are neither fish nor fowl in this damn thing. Some of these people have been in and out

and have been forced out and gone bankrupt and all this kind of stuff, and it is pretty prevalent in this business, which is a pretty competitive business. If you are one of those who have been in and out and have been forced out, you certainly feel you have been hard done by by the machinations of the transport commission.

Hon. Mr. Rhodes: Don't try to lay at the doorstep of this government or this ministry the responsibility for the issuing of any licences to carry anywhere in this province. The issuing of those licences lies strictly with the Canadian Transport Commission and the Air Transport Committee of that commission.

Mr. R. S. Smith: That's right.

Hon. Mr. Rhodes: And we have nothing to do with who the successful applicants are. We are simply there as a co-ordinating agency, and have been from the word "go."

Mr. R. S. Smith: Except that you said just a few minutes ago that you were having some difficulty in getting it all co-ordinated, so you went down and met with them—

Hon. Mr. Rhodes: We went down and explained to the CTC what type of service we wanted to have set up in northern Ontario and what communities we wanted to have served.

Mr. R. S. Smith: In spite of what the private carriers wanted.

Hon. Mr. Rhodes: The private carriers have got to go through their own procedure. We can't interfere with their applications and we haven't. I said to you earlier we don't support nor do we object to the applications that go before CTC. What we try to do is avoid any possibility of any flyovers so that you don't have double service. We try to work with the private carriers who are there. If Voyageur Airways has trouble before the CTC that certainly is not the responsibility nor the fault of this ministry or this government.

Mr. R. S. Smith: I can't argue with it any longer because, obviously, the government has entered into some kind of an arrangement.

Hon. Mr. Rhodes: You give us a great deal more credit than I think you really want to give us, because I can tell you if you think we have any influence with the CTC you are in left field.

Mr. R. S. Smith: No, you know I wouldn't do that.

Hon. Mr. Rhodes: Or somewhere in the middle of the field somewhere. I won't put you in the right deck.

Mr. Reid: Mr. Chairman, I think Mr. Smith and I were trying to get at the same thing. That's why I asked for the comparative cost of running it, which you said you would give me. The question I would like to ask is this. When the licences switched from White River to Bradley Air Services, White River held the licences. If they wanted to continue holding them then, in my understanding of how the ATC works, the licences would not have been transferred to Bradley Air Services. Is that correct?

Mr. Davoud: No, Mr. Reid, the licence was issued for a three-year period as an experimental licence. The applicant was White River to operate the prescribed route under the name and style of norOntair and it expired on Sept. 28.

Mr. Reid: So it was up for grabs?

Hon. Mr. Rhodes: That's right.

Mr. Davoud: We were required, when the licence was issued in October, 1971, to notify the CTC on July 1 as to what our intentions were, either that we would suggest to White River or recommend that they continue it or, alternatively, to put it out to tender for a new licence.

Mr. Reid: This is getting more complicated.

Mr. R. S. Smith: Oh, yes. It's getting more obvious all the time that you're calling the shots as to who is getting the licence and who isn't.

Mr. Reid: You say it's in the name of White River and then you say that it was in norOntair's name for a three-year period.

Mr. Davoud: No, I didn't say that. I said that the service, known as the norOntair service, was operated by White River. White River is the applicant. It's a licensed carrier and it applied to the CTC to operate the route in a prescribed manner and was issued a licence.

Mr. Reid: Let me ask you this question. What happens in those cases where another service already has the routes between, let's say, Sudbury and North Bay with the one that was turned down? Someone already held that licence, did they not, and that's why the

licence was turned down originally by the Air Transport Committee? Is that right?

Mr. Davoud: The Air Transport Committee decided at the time the province was trying to put together a regional air carrier so it denied us the application. When Air Canada discontinued between Sudbury and Timmins, we wanted to take that over. Austin was licensed on it. We wanted to take over between Sudbury and North Bay when Air Canada bowed out and Canadian Voyageur had applied—

Mr. Reid: Not Canadian Voyageur.

Mr. Davoud: No, Voyageur, sorry—had applied for that route. At the public meetings in North Bay in July, when we held everything open to the public and told them what we were going to do, we talked to Bradley and said: "Look, we don't mind if you're licensed over to Sudbury because we're after a different market and there's no local traffic between the two places." We were perfectly frank with them.

Mr. Reid: What happens in the case where you have a carrier who is operating and who holds the licence between two points that you feel that norOntair should serve?

Mr. Davoud: We told the CTC in our briefing in the spring that unless the carrier that was on the route was prepared to operate a class 2 instrument service with two pilots to the new higher requirements, and could be fitted into the plan, we were prepared to apply, and if he couldn't provide that service we'd overfly him.

Mr. Reid: So most of the private carriers are operating a class 3 VFR licence?

Mr. Davoud: Yes, day VFR, one pilot.

Mr. Reid: Yes.

Mr. Chairman: Okay. Does item 2 carry?

Mr. M. Gaunt (Huron-Bruce): No. Mr. Chairman, may I make a comment with respect to this particular vote? This morning I had the pleasure of going out to de Havilland Aircraft in Downsview and I sat in along with a number of members of the federal Parliament and several provincial people. In that briefing, essentially it was a matter where de Havilland was showing what it could do with its STOL aircraft.

I think Nordair has a number of Twin Otters operating on its runs through northern Ontario. I am not sure about Transair. I

believe they may have some. Our part of the country, western Ontario and some of southern Ontario, is not serviced by any means of public transportation. This is of great concern to us. The trains are off, the buses operate in some areas, but certainly not in all.

The point was made this morning that if a STOL commuter service was going to operate in that part of the province, Toronto Island Airport was going to be essential. They would have to use the Toronto Island Airport to land because it's close, it's downtown, and it would supply all the facilities needed by the STOL aircraft.

My question is, basically, about the future of Toronto Island Airport. I know we talked about it last week, in respect to the committee meeting that was supposedly sitting. Some matters were raised with respect to the nature of the committee. It was pointed out that it was a technical committee. I am not really interested in that. I want to know what is going to happen to Toronto Island Airport. In my view, after listening to that briefing this morning, I think it's essential it keep going, because, if it is cancelled out, I think we've lost a major advantage in initiating a STOL commuter service in western Ontario.

Hon. Mr. Rhodes: I think, Mr. Chairman, this is actually not in this vote, but the member is such a congenial gentleman—

Mr. Gaunt: Thank you, sir.

Hon. Mr. Rhodes: —we would be pleased to say, in the case of the Toronto Island Airport, a meeting will be held very shortly, involving Metropolitan Toronto, the city of Toronto, the harbour commission, the Province of Ontario and the federal government, to discuss the future of Toronto Island Airport.

The major problem at the present time is the very substantial deficit being experienced in the operation of that airport. My information is, the deficit will be taken care of, at least for one more year, in order that discussions can continue on how proper financing of the airport can be arranged. To the best of my understanding, no one at any level of government has suggested the Toronto Island Airport should not continue to operate. The concern expressed by Mrs. Campbell, and others, in discussion about that committee report, was the suggestion of another airport down there. I think we have allayed those fears. No one has suggested Toronto Island should not continue as an airport.

Mr. Gaunt: I gather then, the province's representative is going to take the position it should continue to operate?

Hon. Mr. Rhodes: More than likely I will be the province's representative and I think that is probably correct.

Mr. Gaunt: Is there any possibility a STOL commuter service could receive financial help? I don't know very much about Nordair; we have been talking about it and Mr. Smith is quite familiar with it, but I am not. I gather the province agreed to supply the planes to a private operator and you undertook to do certain things on his behalf in order to get the service going. Is that fair?

Hon. Mr. Rhodes: What happened is, we supplied, in this case, two or three aircraft now, and the carrier was asked to operate the service under the name, colours and banner of a service known as norOntair. It operates at a deficit and we subsidize the operation between those communities that are now serviced. We will probably be continuing to do that when we go into the northwestern service. There will be a deficit and it will have to be subsidized. We have had applications and requests to come down into the southern part of the province, in particular down through the Bruce Peninsula, Owen Sound and through the Welland and St. Catharines area. Frankly, that is not part of government policy at present.

The air service we are talking about has been strictly a northern Ontario service to this point. I anticipate the time will come when we will have to get into the other, but at this time we don't have the direction to go that far.

Mr. Gaunt: Well, I hope that at some point in the near future you might see fit to enter into that sort of arrangement. Mr. Gilbert is quite familiar with the Owen Sound area, right down through to Goderich. You mentioned St. Catharines. You can initiate a spoke-wheel kind of service that would feed in down here. Businessmen want to come here and they want to come here quickly. That's the kind of service that would attract them.

Hon. Mr. Rhodes: But that kind of service could be supplied by existing carriers, if it's viable. There is nothing to prevent that sort of service being established; in fact, Great Lakes have already applied for a licence that would tie in. Paul, what was their application for?

Mr. Davoud: Windsor to Sault Ste Marie,

Gore Bay, Owen Sound and Toronto, but not the island because they plan to use much bigger aircraft. But Bradley, who is now operating the norOntair service in the north on his own, under the title First Air, has just applied for a scheduled service between St. Catharines, Toronto Island and Malton, on his own. It is entirely a private venture.

Mr. Gaunt: When you get into the bigger aircraft you have got to have a fairly sizable landing strip—3,500 ft—whereas the STOL aircraft can get by with what—1,800 ft, 2,000 ft?

Mr. Davoud: No, 2,000 ft. De Havilland's new four-engine one meets the criteria for 2,000 ft, but the island has 4,000 ft.

Mr. Gaunt: But it wouldn't be able to land in a place like Wingham, and that's the problem.

Mr. Davoud: No.

Mr. Maeck: How about your backyard turkey farm there, Murray?

Mr. Gaunt: We don't have a 3,500-ft landing strip. We could get by with 2,000 ft.

Mr. Maeck: You would have lots of room if you were not in the turkey business.

Hon. Mr. Rhodes: There is no question but that the Twin Otter is the ideal aircraft, the one that you were probably looking at this morning.

Mr. R. S. Smith: It would scare the turkeys.

Hon. Mr. Rhodes: The de Havilland Twin Otter is the ideal aircraft for those short fields. You could almost take off and land in your driveway with those things. They are really capable and they do a great job. That type for STOL is probably the best.

Mr. Gaunt: I think that kind of service would be viable if we could get the thing initiated. It is just a question of someone initiating it, perhaps with a little government encouragement, and in a year or two I think it would be viable. I think they could make a go of it.

Hon. Mr. Rhodes: We would be in difficulties if we did that, because as suggested earlier in the discussion by Mr. Smith, he doesn't think it is such a good idea that we should put government subsidy money in it, then let the private carrier go ahead and operate it when it starts to make money.

Mr. Gaunt: After we get one operating in western Ontario, we can engage in the philosophical discussion. Let's get it going first.

Mr. Chairman: Does item 2 carry? Item carried.

Mr. R. S. Smith: If you made the decision first, you would not have to worry about it after.

Mr. Chairman: On the vote, item 3, Ontario Telephone Service Commission.

Mr. Ruston: Mr. Chairman, what is the staff of the Telephone Service Commission at present; the number of full-time staff that work with the commission?

Mr. D. M. Duncan (Executive Co-ordinator, External Liaison): There are three, sir: the executive secretary, a stenographer, and a research officer. Commission members are all on a part-time basis. One is paid on a per diem basis, and expenses, of course, are paid for all of them out of the telephone commission budget.

Mr. Young: What kind of work would the researcher carry on?

Mr. Duncan: There are numerous applications before the commission, one of which is Community Telephone, which has its head office in Dunnville, which is a request for increased rates, some of them considerably above the latest Bell B award. The type of research he is doing is researching regulatory practices on the North American continent, which includes regulators or telephone services in the 50 states of the union to determine the methodologies that are used in arriving at a proper rate base, a proper rate of return, the type of depreciation expenses that should be permitted for regulatory purposes, rate setting purposes, that type of thing.

Mr. Chairman: Does item 3 carry?

Mr. Ruston: You have 40 systems that actually operate with 205,000 telephones. Do you know the number of telephones that were under this jurisdiction, we'll say three years ago?

Mr. Duncan: I don't think there has been a substantial change in the last three years. I have been on the commission for the last three years and I would think that three years ago it would probably be approximately 40, maybe 43 or 44, with approximately the same number of subscribers.

Mr. Ruston: I suppose the small ones were sold out and then the larger ones were increasing, so they would more or less even out?

Mr. Duncan: That is partially true. If you go back further, of course, back in the Fifties there were 400 independents with about the same number of subscribers. So quite a rationalization has taken place over the last 25 years as far as the independents are concerned.

Mr. Ruston: The idea, I take it, from TelOntario, which is a wholly-owned subsidiary of Bell, is that this gives the province the jurisdiction over their operations and rates, whereas if it's owned by Bell it's under the Canadian Transport Commission?

Mr. Duncan: TelOntario, which is a wholly-owned subsidiary of Bell, is regulated by the Ontario Telephone Service Commission, yes.

Mr. Ruston: And they have a rate structure increase, I think, before you at this time.

Mr. Duncan: They have an application for an increase that is considerably above the Bell rates, including the most recent award out of the telecommunications committee of the Canadian Transport Commission, yes.

Mr. Ruston: They bought that out in 1973, I think it was.

Mr. Duncan: They bought two or three exchanges about two years ago.

Mr. Ruston: They have other systems, other than Maidstone, is that right?

Mr. Duncan: As I recall, there are three systems that are owned and operated by the wholly-owned subsidiary of Bell Telephone, which is regulated by the Ontario Telephone Service Commission.

Mr. Chairman: Item 3 carried? Carried.

Hon. Mr. Rhodes: Before we go on to the next item, there were two questions that the member for Sudbury (Mr. Germa) asked last Friday. He asked for information concerning the transit operating deficit subsidy per municipality in Ontario, and I would like to table that with the chairman for his information. He also asked a question on the research and development division professional staff, asking as to the number of engineers and what various salary ranges they were in. I would like to table that as well with you, Mr. Chairman.

Mr. Chairman: We will go on to item 4, Ontario Northland Transportation Commission.

Mr. R. S. Smith: I have a few questions, Mr. Chairman. It says in the extra programme description below that this is "to cover operating losses of selected services operated by the ONTC." Could you outline to me what those selected services are, because this obviously does not represent the loss of the services of the ONTC itself?

Hon. Mr. Rhodes: It covers the losses of the passenger and freight service, for example, on the Moosonee line, the Tobermory ferry operation and the Winisk airport operation, plus the 1973 freight rate reductions that were tabled in 1974.

Mr. R. S. Smith: Which have now been cancelled.

Hon. Mr. Rhodes: Well, that is being re-worked and looked at again.

Mr. R. S. Smith: So it's Winisk, Tobermory and freight rate reductions?

Hon. Mr. Rhodes: And the passenger and freight service up on the Moosonee line, which is the large one.

Mr. R. S. Smith: How large is that?

Hon. Mr. Rhodes: That is \$2,500,000.

Mr. R. S. Smith: Of that \$3,230,000. And then, of course, there are your operating expenses for your air service—or is that taken just into your total air services vote?

Hon. Mr. Rhodes: It is within the air services vote.

Mr. R. S. Smith: This year.

Hon. Mr. Rhodes: We just took care of it for the first time this year—the one we were talking about before.

Mr. R. S. Smith: It is not included in this at all?

Hon. Mr. Rhodes: It's \$2,500,000 on the Moosonee line passenger and freight services; \$150,000 for the Tobermory ferry operation; and \$280,000 for the Winisk airport operation.

Mr. R. S. Smith: The other questions I have are in regard to the operations of the commission itself. I would like to be given, if I could, the total amounts that have been spent on advertising and public relations in each of the four or five past years.

Mr. MacDougall: I have them for just the past two years. In 1972, it was \$165,000; in 1973, it was \$149,300, and 1974, I believe, was budgeted at \$180,000.

Mr. R. S. Smith: How does that compare with the amounts that were spent in years previous to that?

Mr. MacDougall: I don't have the comparable figures here.

Mr. R. S. Smith: Because it appears to me that there has been a lot more public advertising now than there was in the past.

Mr. MacDougall: I would say that in the past four years it is probably true.

Mr. R. S. Smith: Is there a reason for that? All Sunday afternoon we have to listen to it on the radio. Will nobody else buy the time on the radio?

Mr. MacDougall: It is just considered to be a good business practice, I presume.

Mr. R. S. Smith: But it appears almost as if it's a game they are playing. You spend money with the local media and you have meetings with them and you present your proposals and you get all kinds of good press and all this kind of stuff. It almost looks as if there's some type of a game being played by the commission and the chairman with the press, because some of the advertising is really beyond me. I think Sunday advertising continually all day on the radio is almost a waste of time.

Hon. Mr. Rhodes: It is awfully reasonable.

Mr. R. S. Smith: It sure is cheap.

Hon. Mr. Rhodes: Do you hear it every Sunday?

Mr. R. S. Smith: No, just when I am driving.

Hon. Mr. Rhodes: But you are hearing it?

Mr. R. S. Smith: Because I listen; because somebody told me about it.

Hon. Mr. Rhodes: If somebody told you about it, somebody else was listening—and that's the whole idea of advertising.

Mr. R. S. Smith: That's right.

Hon. Mr. Rhodes: To have somebody listen.

Mr. R. S. Smith: You are right, but there are very few who do listen on Sunday afternoons in the summertime.

Hon. Mr. Rhodes: Well, there are at least two anyway; yourself and the guy who told you about it.

Mr. R. S. Smith: And he wasn't affected by it and neither was I, so that makes two of us you wasted your money on.

Hon. Mr. Rhodes: Not necessarily.

Mr. Young: But what kind of objective is in this advertising and who is it beamed to—for what purpose? You have pretty well a monopoly on that railway up there.

Mr. MacDougall: It is to the people who use our buses, the railway passengers. The Moosonee excursion takes a lot of the advertising. This type of thing; mainly to the general public.

Mr. Young: But the Moosonee excursion of the Polar Bear Express would be beamed not only to us, but to the United States, too, wouldn't it?

Mr. MacDougall: In the form of brochures and pamphlet advertising, yes.

Mr. Young: Is the Polar Bear Express running pretty well at capacity?

Mr. MacDougall: In this past season it was, yes.

Mr. J. Root (Wellington-Dufferin): Mr. Chairman, could I ask you how many people went up to Moosonee in the past year on the Polar Bear Express?

Mr. MacDougall: There were 36,000.

Mr. Root: That looks like a lot of sales tax from that number of people.

Mr. R. S. Smith: There is going to be a great change in that service, as I understand it, for next year.

Mr. MacDougall: They are going to upgrade the equipment or at least clean it up and tidy it up, more so than has been in the past; yes.

Mr. R. S. Smith: And will there not be some type of a better control on the sale of tickets?

Mr. MacDougall: Yes, they are limiting the number of tickets per day, so there will be no overselling of the train.

Mr. R. S. Smith: So they will guarantee space? People will go there and get on and they won't have to sleep on the tracks, or something like that?

Mr. MacDougall: Yes.

Hon. Mr. Rhodes: One of the complaints that we did have—there is no question about it—was that people who took that trip as a result of promotional material that went out and were told this was the trip to take were not very satisfied with (a) the type of equipment and (b) the type of service that they thought they should expect on the train itself. The commissioners recognize this and want to upgrade that in order to retain the customers they now have and hopefully to have an increase. As you well know, the unhappy guy goes back, and that may cost you a lot of business, so it has to be improved. That is planned for next year.

Mr. R. S. Smith: Yes, that is what I understood. I don't know about the local advertising that's done in northeastern Ontario. Is this directed toward that service?

Mr. MacDougall: Some of the advertising is, yes—handouts and this type of thing in the motels and the local area.

Mr. R. S. Smith: But the media advertising?

Mr. MacDougall: In the Timmins and Kirkland Lake area there are a lot of local people who will go, and I think advertise it when their friends come visiting. That is one of the highlights of their visit to northern Ontario.

Mr. Chairman: Mr. Root.

Mr. Root: Yes, I was up there myself and took my wife up a couple of years ago. Some people on the train asked why they didn't have a dining car on it so they could buy a full-course meal. There was just a kind of counter. Is there any thought of putting that on?

Mr. MacDougall: Not really. It is a very expensive service to maintain, and you can't serve enough people during the course of the trip to take full advantage of what people expect in full dining-car service.

Mr. Root: I thought when you got over \$4 you got into sales tax again. I was thinking about a source of revenue.

Hon. Mr. Rhodes: I would venture to say from some experience that I have had with another well-known railroad excursion, that when you get into the full dining car all you're doing is, (a) getting yourself one great big headache, and (b) adding to your deficit. For most people riding that, it would be much more advantageous to have something at Moosonee where they could get off the

train and enjoy a meal, more so than trying to eat on the train.

Mr. Root: It could be.

Mr. Ruston: Mr. Chairman, some of our family went into Moosonee this year, and that was really the only thing they were a little concerned about. I think otherwise they thought it was very good service and rather enjoyed it. Of course, it was their first time. But that was about the only thing that they really had a problem with—and I think the washrooms on the train were stopped.

I had something else with regard to Northland. I don't want to bring up any old things that went on in the public accounts, as it was well thrashed out there, and we are all aware of that, but there is one thing that is still in abeyance. We have received notice of it that Ecstall under their agreement paid an amount of money—toward \$2 million. I thought I had the letter, but Mr. Reid, I guess, had it. They paid it under protest—the amount outstanding with regard to lease.

You are going to have to explain this to me, but I know the agreement they had with regard to the special rate that they understood they were expecting to get. There was some statement a minister had made—and I am sure it wasn't you, Mr. Minister, because you were not a minister at that time. They had this outstanding account—

Mr. R. S. Smith: He's gone to Ottawa.

Mr. Ruston: The public accounts committee recommended that this should be pressed and the people from Northland agreed that it should be and they pressed for the payment and received it, but it was paid under protest by Ecstall. Now, the balance seems to be in a political stage, and I think it is outside of the hands, really, of the Ontario Northland Transportation Commission and the Ontario Northland railroad. I think it is going to be lopped into your hands now, whether you want it or not, because there seems to be a political decision that is going to have to be made here that Ecstall does in fact own this. Or was there some statement made at some time that led them to think that they may not have to pay this amount?

Hon. Mr. Rhodes: I think, Mr. Ruston, that what you say is correct. They have paid and have continued to pay the amounts that were due to the ONTC in connection with this particular spur line. The statement that you're referring to is one that was made by the then Minister of Mines. It is in Hansard

and it's public record, and that difference of opinion will have to be discussed, I take it, between the government and the company. As it stands now, all moneys that are owed are being paid, albeit under protest, and that will have to be resolved eventually.

Mr. Ruston: As far as you are concerned at the present time, as one member of the cabinet you don't feel it has been really completely dealt with then? It's going to have to be dealt with, as you say, between cabinet and the railroad, and whether it ends up in a legal—

Hon. Mr. Rhodes: It's under discussion now. It could be a legal problem.

Mr. Ruston: It may require a statement of policy by cabinet.

Hon. Mr. Rhodes: As I say, it's a matter of interpreting what was said in that particular statement.

Mr. Ruston: Well we are getting the money anyway now, that's one thing.

Hon. Mr. Rhodes: That's right. They are paying.

Mr. Ruston: And there was a large amount outstanding when you figure the interest on it.

Hon. Mr. Rhodes: They are paying regularly. They pay interest too.

Mr. Ruston: Yes, I understand that.

Mr. Chairman: Shall item 4 carry?

Mr. R. S. Smith: I just have a couple more questions. Over the past number of years, there have been continual questions in regard to upgrading of the roadbed and the track on the ONR. A few years ago there were a number of very serious accidents and then this seems to have subsided. But there is still some question as to the ability of the roadbed and the track to carry the heavy ore cars, especially those from Sherborne and Kirkland and some of those coming down from Timmins as well. They are longer, heavier cars and the number of slow orders on the track is almost countless at times. What continuation of the programme of renewal of the trackbed and track is taking place within this year's budget, or within the budgetary period we are discussing here?

Hon. Mr. Rhodes: Well first of all it wouldn't be in this budget, you understand that? It is fine, to question that, but it wouldn't be here in this particular budget

because this only covers the deficits my ministry is obliged to cover. Mr. MacDougall may be able to answer you.

Mr. R. S. Smith: Where do we discuss it?

Mr. Gilbert: The ONTC budget? I don't know whether Mr. MacDougall wants to talk about that here.

Mr. MacDougall: Well, we can.

Hon. Mr. Rhodes: I have no objection to having him giving the information. It's just that I want to make it clear that any of that would not be here because it is not covered in my ministry. My ministry only deals with the operating deficits and the deficit funding that is required and that I have to have in my budget.

Mr. R. S. Smith: I realize that, but you have a deficit fund right here of \$3,230,000, which puts into your budget the whole budget of the ONTC.

Mr. Gilbert: No, no; it is just the items the government has decided should continue; In the ONTC, as a commission, when they look at their deficit on their own, they perhaps consider ceasing these operations but the government has decided they should continue.

Mr. R. S. Smith: Are you telling me that the Moosonee line is not a part of the ONR?

Mr. Gilbert: Yes, it is.

Hon. Mr. Rhodes: Yes, and we have it here.

Mr. R. S. Smith: And you have it in this budget?

Hon. Mr. Rhodes: But only on the passenger and freight service.

Mr. R. S. Smith: It is all one?

Hon. Mr. Rhodes: Not really. We are subsidizing—

Mr. R. S. Smith: Is that operated separately; the passenger and freight services operate separately to Moosonee in relation to the run from Cochrane to North Bay?

Mr. MacDougall: Excuse me, sir, but this budget covers the mainline passenger service loss, which is about \$1.5 million a year.

Mr. R. S. Smith: Right.

Mr. MacDougall: And the Moosonee branch in total has a loss of about \$1 million a year.

Mr. R. S. Smith: So really then, what you are saying is that mainline loss is in the ministry budget?

Hon. Mr. Rhodes: I am not questioning your question. I am just saying we are operating on deficits here. Go ahead.

Mr. R. S. Smith. Well I am trying to find out how the money is being spent.

Hon. Mr. Rhodes: I stand to be corrected. Maybe I can get some information, too, but my understanding is that the question of the roadbed and the rails and what have you, is not included in that figure.

Mr. Ruston: In other words, it is government policy as to what you decide to finance.

I was going to ask about the freight rate structure that was announced by you or someone else a year ago.

Mr. R. S. Smith: Not by him, don't blame him for that.

Mr. Ruston: That money is to come directly from the Treasury of Ontario to Northland transportation—

Hon. Mr. Rhodes: Ontario Northland Transportation Commission.

Mr. Ruston: It comes to the commission to cover the loss incurred because they lowered their freight rates. So that is government policy, because if the government had not done that they wouldn't have had a loss, Mr. Chairman.

In other words, what we are doing here is funding all the government policies. As I take it, if they decide on \$1 million to run the train to Moosonee, that is government policy and you will subsidize it.

Hon. Mr. Rhodes: What we are saying is simply this, in its simplest terms; if the ONR was operating as a separate company they probably wouldn't run a passenger service up to Moosonee. They would probably do as the CNR. They would run like rabbits—keep the freight and get rid of the passengers. The government has decided to continue with the passenger service and as a result is obligated to pick up the deficit.

Mr. R. S. Smith: Okay, and your deficit appears—

Hon. Mr. Rhodes: It has nothing to do with the condition of the roadbed and the rails. I think we can debate this forever.

Mr. R. S. Smith: It is just impossible.

Hon. Mr. Rhodes: They would be keeping up the roadbed and the rails, I am sure, if they were going to haul only freight.

Mr. Ruston: I think, Mr. Minister, you misled us when you said this money was for the operating deficit. It is not really a deficit. It is a government policy that you shall do these certain things to keep that railroad going.

Hon. Mr. Rhodes: And that part of it is a deficit operation.

Mr. Ruston: When you say a deficit, it is not really true because you say it is policy that you are going to subsidize freight. Sure that gives them a deficit, but it is your policy as a government as a whole that you are going to subsidize freight into that area, and if you do that the money has got to come out of the general funds of the province.

Mr. Gilbert: We subsidize the deficit.

Hon. Mr. Rhodes: Exactly, the loss. It is exactly right. It is not misleading at all. I have said this very straight.

Mr. Ruston: I guess it is a matter of words and how you use them.

Mr. R. S. Smith: The point of the matter is that you have an amount in the budget here for the Ontario Northland Railway; so that opens up discussion on the Ontario Northland Railway.

Hon. Mr. Rhodes: Carry on. I am not objecting.

Mr. R. S. Smith: I asked my question. Now I want my answer. Just be prepared to give it. What are we arguing about?

Hon. Mr. Rhodes: The figures here do not cover what you are asking, that's all.

Mr. Young: But where do we get at this?

Mr. Gilbert: In the ONTC budget.

Mr. R. S. Smith: Where do we find that?

Mr. Gilbert: Mr. MacDougall.

Mr. MacDougall: Normally it is submitted to Management Board each year and approved.

Mr. R. S. Smith: You don't sit on Management Board?

Mr. MacDougall: Normally the Ontario Northland would finance, internally, all its capital needs and have a profit.

Mr. Young: As far as the Legislature is concerned, where does responsibility lie?

Mr. MacDougall: Through the minister.

Mr. Young: This minister?

Mr. MacDougall: Right.

Mr. Ruston: It is like the Workmen's Compensation Board.

Mr. Young: This is the only place in this minister's estimates where we can discuss it then.

Hon. Mr. Rhodes: Correct. But I am simply pointing out to you that the amount of money you are seeing on that paper is not the total budget for the operation of the ONR.

Mr. R. S. Smith: I know that.

Mr. Young: I am still bewildered as to where we discuss the ONR in its totality.

Mr. R. S. Smith: Right now.

Mr. Young: This is the only opportunity we have to ask about it as a Legislature.

Hon. Mr. Rhodes: We will give you a good shot at it right now.

Mr. Young: Okay.

Mr. MacDougall: Over the last 10 years, we have spent something like \$18 million upgrading the trackbed, as Mr. Smith pointed out. We have just last year completed this programme of 115-pound rail, rock ballast and creosoted ties throughout the system. The Moosonee branch still does not have crushed rock; that is not required. To my knowledge, everything we have done has brought the trackbed up to acceptable standards beyond those required by the CTC, if you want to go by that. To my knowledge the slow orders are not any more prevalent or any different than any other railway operating under these conditions.

Mr. R. S. Smith: You are meeting the CTC standard, even though generally speaking, you don't come under their purview—

Mr. MacDougall: No, we don't.

Mr. R. S. Smith: You are an intra-provincial railway?

Mr. MacDougall: But these are our criteria for maintenance.

Mr. R. S. Smith: That brings me to the other question. You are receiving, as I understand it, or you were to receive, about \$800,000 in federal government subsidy because of your interprovincial run between Ontario and Quebec, and there was to be some method worked out by which your other services, that are strictly in the Province of Ontario, would be given federal government subsidies as well. What has happened in that area?

Mr. MacDougall: The subsidy we got—I think it was \$569,000—was for the passenger portion only.

Mr. R. S. Smith: I am talking passenger portion.

Mr. MacDougall: The non-CTC governed part of it would be in Ontario only, and that is what is in the budget here, to be subsidized here because we don't get it from the federal government. The provincial government is paying what the federal government would normally pay.

Mr. R. S. Smith: Why are the two companies not amalgamated and an application made for a federal subsidy?

Mr. MacDougall: As I understand it, the Nipissing Central, which is our company that runs into Quebec, has a federal charter which goes back to 1925. The provincial government has never felt it should be governed, on the Ontario portion, by the CTC.

Mr. R. S. Smith: What we are doing is giving up in excess of \$1 million in federal subsidies so we won't be governed by CTC regulations?

Mr. MacDougall: Essentially, yes.

Mr. R. S. Smith: That is, in effect, what is happening. I will come back to the minister, because it becomes policy at this point.

Why has the government decided to give up this federal subsidy, money available to us, simply because the government doesn't want the operation to go under CTC regulations?

Hon. Mr. Rhodes: The decision to do that, of course, was made by the guy before my time, probably even before I came to this Legislature. I would think probably one of the

reasons is the ability to offer some of the services we are offering on that railroad, that under ordinary circumstances a company responsible to the CTC could apply to have discontinued. We think it is more important to have this passenger service, even though it does operate at a loss in these areas.

Mr. R. S. Smith: Wait a minute.

Hon. Mr. Rhodes: You can look around this province and this country and see that the federal agency, and I am not doing this in any partisan way, has seen fit to discontinue passenger services on a great many railroads and spurlines. Communities are without rail services based upon an application made by the railroads to the CTC to discontinue service.

Mr. R. S. Smith: Just let me say to you, Mr. Minister, if you make application for discontinuance of service, regardless of the CTC decision regarding the subsidy, that does not mean you have to discontinue the service. You can continue the service, whether you are turned down or not.

Hon. Mr. Rhodes: Yes, and pay the full costs.

Mr. R. S. Smith: That is what you are going now. You are paying the full cost without even trying to get the money. That is the point I am trying to make. I have been trying to make the same point with the government, with your predecessor, the predecessor before that, and the one before that, and the chairman of the present commission and his predecessor. Why not put the two railroads together under the Nipissing Central, make an application for the subsidy for your line that runs from North Bay to Moosonee to Cochrane; and if you are successful you would be granted up to 80 per cent of your operating deficit by the federal government. That would be a boon to that part of northeastern Ontario, because the money could be spent elsewhere on many other things.

If you aren't successful you haven't lost anything, except for the fact you have to continue to operate the way you are now. It is only a matter of initiative.

It took me at least five years to get it through the last commission chairman's head that he should make the application for the Nipissing Central right away from Kirkland Lake into Val d'Or. He did make it, and last year you got some \$560,000 out of the federal government. I think that is great

money. As a provincial member from that area I would certainly like to see that well-subsidized by the federal government.

Mr. MacDougall: May I clarify something? That \$569,000 was a four-year payment. It wasn't just for one year.

Mr. R. S. Smith: Yes, but you got it last year. It is a half a million bucks you didn't have. I have been told on numerous occasions in the past year there was an agreement being worked out with the federal government to provide a subsidy based on not having to formulate a new type of corporate structure to qualify for the benefit which is available to all other railroads. We are talking about \$1 million. We are talking about a lot of money.

Hon. Mr. Rhodes: The only thing I can say, Mr. Smith, is I will have to inquire. I really don't know the reasoning at the very beginning of all this. What you are saying makes some sense to me. If we can save \$1 million I am all for it. There must be a reason. I would like to find out what it is.

Mr. R. S. Smith: I know the railroad company which runs into Quebec, because it was under CTC regulation, did qualify. It took a long time to get the government to even make that application. I am just suggesting that we should go further and see if we can't get the subsidy moneys otherwise, because that money could be well spent in northern Ontario.

Hon. Mr. Rhodes: Yes sir, I will look into that.

Mr. Chairman: Item 4 carried? Carried.

Vote 2304 agreed to.

On vote 2305:

Mr. Chairman: Item 1, licensing.

Mr. Young: Mr. Chairman, I would like to ask a question with respect to re-examination of people who are drivers—this covers the licensing of drivers, I understand. What is the age limit when people are re-examined on a regular basis?

Hon. Mr. Rhodes: You mean an automatic re-examination?

Mr. Young: Yes, re-examination. Is it 70?

Hon. Mr. Rhodes: Age 80.

Mr. Young: Age 80? And they have to undergo a yearly examination following that?

Hon. Mr. Rhodes: Yes.

Mr. Young: And they have to pay a yearly examination fee for that?

Hon. Mr. Rhodes: Yes, they pay their own fees.

Mr. Young: What do those fees amount to?

Mr. R. H. Humphries (Assistant Deputy Minister, Drivers and Vehicles): One dollar.

Mr. Young: Just \$1? That's not too serious. I understood from a conversation I had recently that the fee was much in excess of that, and that there was resentment it had to be paid. But I suppose that's not as serious as I had been led to believe.

Mr. Ruston: Are you saying that when a person goes back for re-examination each year it just costs \$1? Is that what you're saying?

Mr. Humphries: For 80 and over.

Mr. Chairman: Shall item 1 carry?

Mr. Ruston: Inspection would come under licensing, wouldn't it?

Hon. Mr. Rhodes: Vehicle safety inspection?

Mr. Ruston: No. The people who do the testing—

Hon. Mr. Rhodes: The examining? Yes.

Mr. Ruston: It would come under licensing?

A number of people have complained to me about the length of time it takes them to get an appointment for a driver's test. Windsor and Leamington are two areas where I found people were waiting about two months to get a test; they had to advise them two months in advance in order to get in. I suppose in some cases this isn't too bad, but the people who get a beginner's licence and then decide they want a licence claim they have to wait about two months to get an appointment. I suppose limited staff would be one of the reasons.

Hon. Mr. Rhodes: There is no question that the workload has been increasing continually, and the ministry is well aware of this problem. The problem becomes greatest during the summer months when an awful lot of high-school students who have reached the age of 16 want to get their driver's licence—and they want to get it in the summer

months when the driving conditions are better. Thus, a tremendous workload develops at that time. In order to try to offset that, we have brought in special assistance during the summer months.

We do recognize that there are lengthy delays involved in waiting for the examination for a licence. Anything can be overcome, I suppose, if you want to spend all the money and get all the staff you need to do it. Quite frankly, I think the major problems probably exist here in Metropolitan Toronto and in some of the larger communities, such as Windsor and other areas. But my feeling is that although there is a delay, this is more or less a once-in-a-lifetime shot. It would be very costly to attempt to have the staff and the funding that would be necessary to be able to allow people to walk in whenever they want—I think you will agree with that. I am being a little facetious in saying: "Whenever they want." It just would be so costly to try to do that. I think we'd find our budget running right off the end of the paper to attempt to have sufficient funds to provide the sort of service that people are demanding. Some of them expect, quite frankly, that they get their beginner's licence, they take whatever education they will, whether it's with a driving school or whether somebody teaches them to drive, and they feel they should be able to go in and be examined immediately and get their licence. It just isn't possible to do it.

Mr. Ruston: I noticed some men, where their wife went to work or something they bought a motorcycle to get to work themselves. They'd have to wait two months to get a test and in that time they couldn't use the motorcycle really. I had that happen to quite a few, and seven or eight people mentioned that to me.

Hon. Mr. Rhodes: The licence examiners have a rough job to begin with. I certainly don't envy them. They work their eight hours a day, their regular shifts and they try to get as many examinations in as possible. Bob, how many do we try to get done per day?—

Mr. Humphries: About 16 a day.

Hon. Mr. Rhodes: Sixteen a day per examiner is what we try to get done. That's per examiner.

Mr. Ruston: It seems like enough, I'll grant you that.

Hon. Mr. Rhodes: I've talked to some of the examiners, as an aside, and they have to

have nerves of steel. Why we haven't got a tremendous increase in heart attacks I'll never know. I've heard some weird and wonderful stories about running into washrooms, sides of buildings, trees and posts. I have a great deal of admiration for the examiners.

Mr. Ruston: Equip the testing cars with an extra brake!

Hon. Mr. Rhodes: We do recognize that problem.

Mr. Root: Mr. Chairman, could I ask one question?

Mr. Chairman: Yes.

Mr. Root: On these older people who are called in for re-examination in my riding, which is rural, is it possible to have the examiner go out into the area where they live and maybe give them a restricted licence? You have people who want to be able to take the car downtown to get groceries; they live in a small village or something like that; and their licence is cancelled and there they are. Could they have the examination just to operate in that rural area?

Hon. Mr. Rhodes: It's a tremendous enforcement problem. It's all well and good to pass these various types of regulations and restrictions, but then you get into the enforcement problem.

Let me just give you a small example: I had a request to me to allow an elderly person whose eyesight was just not up to the standard he required to drive an automobile. I had a very plaintive plea put to me to allow this individual to drive in one of the rural areas. He promised he'd only drive during the day, and it would only be down to the store and back. I didn't go along with this request for the simple reason that I don't think I could live with myself if for some reason that person went out and killed someone, or killed himself, and it was as a result of not being able to see.

I really don't think you can get into this restricted licence sort of thing, John, as humane as it is and as kindly as it is. I think when you reach the point that you can't drive an automobile safely for yourself and safely for others using the highway, it's best you should be removed from the highway for your own protection and the protection of others. Surely there is someone who can facilitate getting these people to and from their daily visits to the store or to relatives. I think in today's modern society, even in the

rural areas, the chances of having something serious happen are just too great.

Mr. Ruston: As far as licensing goes, I just noticed an article in the paper today where someone was before a judge, I think it was in Windsor. He had been charged 11 times before and this time he was charged again for driving without a licence. The judge just threw up his hands and he said: "My God, what have we got to do to stop somebody from driving?" He had been charged 11 times. The judge finally sentenced him to two months in jail.

Hon. Mr. Rhodes: All that does is take him off the road for two months.

Mr. Ruston: This to me is our biggest problem in Ontario, trying to get the people off the road who don't have the responsibility to drive a car, because a car is just as dangerous as a loaded double-barrelled shotgun. Until we can get people to realize this, we are not going to stop the accidents. I really think it's the attitude of a number of drivers that causes a lot of the accidents. I think one of the former Ministers of Transport, Mr. Haskett, used to say, when we were sitting having a coffee together, that if people would just drive defensively we probably wouldn't have half the accidents we have on the road. If you can watch the person in front of you as well as the one behind you, you are all right, because there is nobody else to hit you; unless somebody comes from the side.

I don't know how you can weed them out; through the tester I suppose. Sometimes I wonder if we shouldn't have a psychiatric examination and everything with the driver, especially after he has two or three accidents. The minister smiled there; I said after the second accident, maybe. We would find whether the driver is really capable of handling an automobile under stress and under certain conditions.

This really concerns me; because I don't really think you need a speed limit as far as about 80 per cent of the people go. They will drive according to conditions at any given time.

I recall one accident in Michigan about two years ago, in which I think five or six people were killed. This person had been charged 32 times for driving infractions, and he still had a licence. He had it cancelled and then got it back again. Anyone with that many charges should in no way be on the road. He had a licence which he should never have had. But I realize you can't stop them from getting into a car and stealing it.

Hon. Mr. Rhodes: I am really gratified to hear you say that, Mr. Ruston, because I wish more members of the Legislature would take that attitude. My ministry people are involved very directly in this area. We do have the point system in the Province of Ontario, which you are quite familiar with.

Mr. Ruston: Yes, I am.

Hon. Mr. Rhodes: Every time we get someone who reaches the point where they have accumulated sufficient points to have their licence suspended, we are inundated with letters from various sources telling us that we should do something not to have that person's licence restricted. And yet, when you go out and you get a print-out of the person's driving record—

Mr. Ruston: Oh, yes.

Hon. Mr. Rhodes: Really, I have been accused of being a very hard-hearted individual in that I have been taking people off the road who make their living driving a car. But I would rather have that person off the road for six months and maybe learn his lesson than leave him out there and have him kill somebody. Such minor infractions as 75-miles-an-hour in a 30-mile-an-hour zone may be very minor, but it lifts him off the road.

I wish more people would recognize this is the type of thing we are facing all the time, every day in the ministry. People are coming to us with all kinds of hard luck stories: "Don't you realize I make my living by driving my car?" I say: "I know that, but I thought you would too; so you should drive more carefully." That is the sort of thing you have.

Mr. Ruston: I have had the occasional call from people who have lost their licences. But I always call the ministry and ask them for a print-out on the licence before I commit myself to anything; because I am not sure of what is coming.

I know that the accident rate with the young driver is very bad. But I think the rate system that the insurance companies have—and we may be getting off-track a little bit—which penalizes the young driver the minute he starts to drive is not at all reasonable. I have had four members of my own family get their licences in the last 12 years; and one more is about ready to go any time now, the last one. They have all been responsible drivers.

It was very interesting to watch this happen in my own family. One failed the test

the first time. He went back six months later and he failed it again. And the third time, he waited about a year. He happens to be a twin, so he let his twin drive him around and he waited until he was nearly 18 to go in and have his third test; and he got it that time. He was the only one that had a minor accident, and he had it four months after he had his first car. So you see there was something wrong with his driving. We knew that his driving was just a little different.

It was very interesting to watch the four of them drive. He was the first one to have a mishap and he had a rear-end collision, because he was always one of these fellows that came right up behind another car and was then all ready to go. The pavement was wet one day and he had an accident. That taught him a lesson, although it was only a minor thing. But they are four drivers and none of them have had anything to speak of regarding bad driving; and they are all over 25 now.

Hon. Mr. Rhodes: That's good parental control.

Mr. Ruston: I have a great deal of faith in our young drivers, if they learn how to drive.

You have to have the enforcement of the speed limits, especially for the high speed driver. Although in many cases I have heard people complain about the speed limit not being enforced in the 30-mile-an-hour zone, so they put out a radar trap and the next week they get about five or six. Some old lady or old guy may hardly ever drive fast in their lives, but with no people around they drive seven miles over the speed limit; so they are the ones who get fined. A week later, some guy goes 60 miles an hour in the 30 mile zone, but there is nobody around.

That is why, really, we must train these people to realize they have to have responsibility, and it seems to me this is really the key thing in driving. We have to teach these people that they are not going to be able to drive if they don't take on their proper responsibility. How do you license and control it? I think that maybe we might have to go to a probationary licence. I don't know if there has been talk of that, or whether that is a good thing. I don't think it is that bad.

I have a boy who will be getting a licence, and maybe he should have a probationary licence. Then if he has an accident in the first year he has to go back in for a test or he loses it for so many months, providing it is his fault. It depends on the circum-

stances. If he is at fault, then he should have his licence maybe taken away for six months and go back then for another test. Maybe we should be looking at that for the young drivers.

But I am certainly in favour of allowing them to have a licence at 16, I don't think we have to stop that. We may have to be a little more restrictive because of the ones who are not taking on the responsibility that they should.

Maybe we should be doing a little more, too, by way of testing them under stress. What do you do when you are on ice? How do you handle your car? Or if the pavement is wet?

And night driving. Night driving is one of the most dangerous periods in driving. This is another thing that we are maybe not stressing enough with our young drivers in teaching them to handle the car under those circumstances.

Mr. Chairman: Item 1 carried.

On item 2:

Mr. Young: Mr. Chairman, on items 1 and 2. What, ordinarily, is the cost of the examination of a truck for a safety test? To get the certificate of mechanical fitness. Is there any average cost here?

Hon. Mr. Rhodes: Are you referring to the new examination, the new inspection that we have now? Are you talking about that safety test?

Mr. Young: When a truck changes hands it has to have a certificate of mechanical fitness. I have had some complaints lately of the cost of these inspections. I wonder if there is any figure the ministry has in mind that is a fair figure.

Hon. Mr. Rhodes: Perhaps Mr. Aiken could answer that for you.

Mr. H. J. Aiken (Executive Director, Regional Operations Division): There is no flat fee. It varies because of a number of factors.

Local labour rate, for example, which may vary from one community to another. It varies again because of the type of automobile that is being inspected and the condition of the particular vehicle. If it has been badly maintained then the time involved is going to be greater than for one that is well maintained and can be inspected fairly quickly. We have done some tests, and we propose to do some more, but on the average an automobile should be able to undergo a complete

inspection, following carefully all the requirements, in somewhere between an hour and 15 minutes and an hour and 30 minutes. Now if it is in bad condition, of course, it is going to take longer.

Mr. Young: Well, a truck, a heavy truck.

Mr. Aiken: A heavy truck can require as much as six to eight hours, depending again on the size of the vehicle and the complexity involved in removing the wheels in order to make an inspection of the brake system and all the components of that system. That is a long, involved and difficult task.

Mr. Young: Would \$250 seem excessive for such an inspection?

Mr. Aiken: If it is an average vehicle, I would say yes. If there are some special circumstances there might be some justification for it. But ordinarily that seems high.

Mr. Young: I ran into a strange situation the other day, and perhaps I should give it to one of the staff to go into rather than bring it up here.

It is a case of trucks, heavy trucks, and if I could just read this little bit of the bill of sale: "I"—so and so—"do hereby sell one 1964 GMC, serial"—so and so—"with a 16-foot van body, a Thermo King refrigeration unit for the sum of \$2,000, full price to Mr. X. This vehicle is sold as is at the time of sale with no liens or encumbrances upon it. It is further agreed and understood the registration of the above-mentioned vehicle remains in the name of an express line"—and names it—"but that such registration does not signify ownership of the above-mentioned vehicle."

This vehicle then is sold back to the owner at the time the contract finishes for the sum of \$1 or \$4, as the case may be.

The complaint is that with this sort of semi-transfer of so-called ownership an inspection for mechanical fitness is required. If the man wants to change contracts from one corporation to another, and if this man did from one particular expressline to another company, he still owns the vehicle but the registration is transferred from one expressline to the other company, not to his name. He has to pay the \$250 for mechanical fitness at that point. Perhaps I should give the details of this transaction to the ministry to look at what it involves.

Mr. Aiken: We'd be happy to look into it.

Mr. Young: To see if it is trying to defy the law?

Mr. Aiken: It might reveal something other than an inspection problem.

Mr. Young: It's a contract problem but it does involve an inspection price for this person who owns the truck and the ownership is really, in effect, false ownership, being transferred from one truck line to another truck line.

Mr. Humphries: I would guess it is a broker situation. The examination programme is based on a transfer of ownership under the Highway Traffic Act. This vehicle would be transferred from A to B, and therefore would come under the programme. There is a contract behind which says: "This doesn't really transfer the actual ownership of that vehicle." The programme is based on the transfer, under the Highway Traffic Act, which has been completed, although actual ownership hasn't passed over, but the programme would apply to that kind of transfer.

Mr. Young: Is this a legal sort of arrangement because of the underlying document?

Mr. Humphries: I would say the broker is trying to get a job working under somebody else's operating licence. He is trying to put his vehicle into somebody's fleet to operate under his operating licence.

Mr. Young: He wasn't trying it. This is the only way he could get this particular job. The company demanded that change if he wanted to work on this particular contract. This sort of thing is allowable under the legislation, but he gets stuck for the certificate of mechanical fitness.

Mr. Humphries: That is correct. There is no way he can get around it. Every time he transfers the ownership of this vehicle he would have to get a certificate of mechanical fitness.

Mr. Young: But he still has title to the vehicle. It's in a sense, false transfer of ownership.

Mr. Humphries: Registration under the Highway Traffic Act is not title. That's only prima facie evidence of ownership. It's not evidence of actual ownership.

Mr. Ruston: Have you ever considered using the title system like they have in California and Michigan so you don't have any problems with the transfer of vehicles if somebody buys one? Of course he's got a signed statement it's paid for, but really there could be a lien against it in one county, and

if you sell in another, you have no way of knowing. In the state of California and the state of Michigan, I used to see many ownerships of cars as an ownership title. You don't get title to the ownership unless the car is free of any liens or encumbrances.

Hon. Mr. Rhodes: As we understand it, almost every jurisdiction except one in the United States has this title system.

Mr. Ruston: It has been 10 years since I've been out of there, but I know at that time the states were Michigan and California.

Mr. Chairman: Does item 2 carry?

Mr. Ruston: No, just a minute. Are we on safety? Would this include school buses and so forth?

Hon. Mr. Rhodes: He's right.

Mr. Ruston: There is one problem. No doubt you've run into this many times and I suppose you're considering it, but this incident happened in Sandwich south. The bus was in a 35-mile zone. The driver let off 12 children where there were no sidewalks. They get down in the ditch and cars are going by. Is it a problem to arrange that the use of flashing lights be left to the discretion of the driver, would that be very difficult to legislate?

Hon. Mr. Rhodes: Mr. Ruston, we are going to introduce legislation very shortly, which will include the changes we propose in this area. Our proposals are, very simply, that the school bus stopping law be in effect no matter what the speed limit.

Mr. Ruston: As long as the lights are flashing.

Hon. Mr. Rhodes: If the bus is stopped and the lights are flashing, the school bus stopping law will be in effect no matter what the speed limit, as opposed to what it is now.

Mr. Ruston: So if he were in a built-up area, in a real town where there were sidewalks and a place to stop, and the bus driver were to leave his flashing lights off, people could go by, I suppose.

Hon. Mr. Rhodes: It is only if the flashing lights are on.

Mr. Ruston: That's understandable.

Hon. Mr. Rhodes: We want that to be a clear signal.

Mr. Chairman: Item 2 carried?

Item 2 agreed to.

Mr. Chairman: Item 3, the PCV.

Mr. Young: Mr. Chairman, I guess the old matter of pseudo-leasing is still with us. I notice M. W. Donnelly, vice-president and general manager of Liquid Cargo Lines Ltd., in an address to the Ontario division of the Canadian Industrial Traffic League, recently raised the matter again and didn't seem to be entirely satisfied that this pseudo-leasing problem has been solved by Ontario legislation. Might there be some comment on that? This is something I've raised from time to time over the years. We thought it might be licked by the recent legislation, but evidently it isn't.

Mr. Humphries: You are no doubt familiar with the amendments to the Public Commercial Vehicles Act promulgated at the last session. Those amendments gave us new authority to examine, not just PCV-licensed trucks on the highway, but all trucks carrying goods. It has given us authority to examine the particulars of that transportation. As a result, we have carried on an extensive enforcement programme against this type of operation between Ontario and Quebec. A number of carriers have been convicted, and a number of people who have been carrying on this operation contrary to the PVC Act, have had their licence plates suspended under authority of the registrar and the Highway Traffic Act. We have removed from operation about six Ontario and six Quebec operators on that basis.

Mr. Young: Companies, or simply trucks?

Mr. Humphries: It could be companies or individuals, both. That's the programme that will be continued throughout the province. But it takes a lot of time and detailed investigation to get us in a position to take that action.

Mr. Young: I'm glad to know that is under way. This speech to which reference was made was delivered Oct. 8, 1974. Mr. Donnelly says:

One of the main contributors to the situation confronting all responsible truck owners, public and private, is the activity of pseudo-lease, or illegal trucking activity, wherein the driver-owner has little, if any respect for the public observance of proper driver behaviour and even the law itself.

He evidently is indicating that, to my surprise, this still is a real problem in the province. I'm delighted to know enforcement is

going forward. I presume in a reasonable length of time it will be fairly well cleaned up.

Mr. E. J. Shoniker (Chairman, Ontario Highway Transport Board): At present we have four referrals from the Minister of Transportation and Communications to look into licensed carriers taking part in pseudo-leasing. They are coming up within the next month. There has been a strong attitude towards pseudo-leasing. I think something will be really done about it now.

Mr. Young: That's good. One further question can perhaps be answered quickly. There's been quite a bit of complaint about Quebec licensed trucks coming in and operating in Ontario. Whereas Ontario is really tough about Ontario licences going into their province and operating there in any kind of contract work. I wonder if there is any tendency on the part of the ministry to take a look at that and see what should be done.

Mr. Humphries: For many years there has been what you would call complete reciprocity in truck registration between Ontario and Quebec in relation to private carriage. Ontario's position has not changed. The Quebec position has changed since they have gone to different definitions for residents, place of business and this type of thing with-

in their province. Therefore, it is true that the Quebec carrier, at this time, in the state of the Quebec law, is getting more freedom of operation in Ontario than the Ontario carrier is in Quebec.

We have had two meetings with Quebec officials to draft a new agreement and as a matter of fact, we are arranging a meeting in the immediate future to try to come to a final determination to put the Ontario people in the same position as the Quebec people are in in relation to Ontario. The Quebec officials are saying that it's possible to enter into this agreement and we are hopeful that is going to be accomplished.

Mr. Young: You are expecting that within a reasonable length of time agreement can be reached and the truckers in both provinces will have equality of treatment.

Mr. Shoniker: From our point of view, it would be nice if we could have it ready for the 1975 registration year.

Mr. Young: You are hopeful.

Mr. Chairman: Shall item 3 carry?

Mr. Ruston: No.

Mr. Young: No. I have another matter I'd like to bring up, if I could bring it up immediately.

It being 6 o'clock, p.m., the committee took recess.

CONTENTS

Monday, November 18, 1974

Public operations programme, concluded	S-2433
Safety and regulation programme	S-2457
Recess	S-2463

LIBRARY

UNIVERSITY OF TORONTO



Ontario

Ontario. Legislative Assembly

Legislature of Ontario Debates

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Standing Resources Development Committee

Chairman: Mr. R. K. McNeil

OFFICIAL REPORT — DAILY EDITION

Fourth Session of the Twenty-Ninth Legislature

Monday, November 18, 1974

Evening Session

Speaker: Honourable Russell Daniel Rowe

Clerk: Roderick Lewis, QC

THE QUEEN'S PRINTER
PARLIAMENT BUILDINGS, TORONTO
1974

CONTENTS

Daily index of proceedings appears at the back of this issue. Reference to a cumulative index of previous issues can be obtained by calling the Hansard Reporting Service indexing staff (Phone: 965-2159).

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 18, 1974

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (concluded)

On vote 2305:

Mr. Chairman: Are you in agreement that we go ahead without a quorum?

Mr. R. F. Ruston (Essex-Kent): It is agreeable to me.

Mr. Chairman: Mr. Young. Is it agreeable to you? Okay.

Mr. F. Young (Yorkview): Mr. Chairman, there is just one further item that I want to raise in the committee, then I think I am through for this year. It is rather remarkable how little I've talked this year.

Mr. R. B. Beckett (Brantford): Very commendable.

Mr. Ruston: Paper shortage.

Mr. Young: There is one question which is vexing a great many people. If you remember, not too many months ago we had a real demonstration in front of the Legislature by the dump truck owners; and the minister saw them, I understand. They saw a lot of us. At that time they called for, I guess, a real investigation—a public inquiry into the dump truck industry, is the way they put it.

Now, this is a vexed industry in this province, and whether the minister has some answers for it all, I don't know. There is no question that you have a series of owners of various dump trucks, because they can't make a living out of it. One fellow tries; he pumps his savings into the truck. He finds after a while that he can't make a go of it. The truck is turned back and it is sold again. And so you have a series of people who try to make a go of it.

I think only a public inquiry would tell us the exact reasons. One man I talked to the other day tells me that he does a lot of trucking, but he finds it very difficult to collect his

bills. He gets jobs and he doesn't get paid by some of the people who hire him. Now, this is a legal matter, he is suing them, but he says this is not an unusual experience.

The other thing that worries me is what some of them tell me about getting a job. These fellows are private enterprisers. They buy their own trucks and they are hired. The brokers who hire them have their own fleets and, of course, the brokers send out their own fleets first and then give these fellows the jobs when they need them. But they tell them, "You can't argue with us about the weight of the load on the road." And invariably they say that they are overloaded. And unless they are willing to accept the overload, they are not working the next day. Now this is a serious thing as far as a highway department is concerned, and how widespread this is I can't say. All I know is that I have talked to perhaps half a dozen men who have said this is standard practice, and as far as they are concerned they have the choice of going without work or being overloaded.

The other thing that's happening to many of them is that it's not the bigger the box, the bigger the pay; most get the same pay as the fellow with the small box. The broker sends out his trucks with the small boxes and the fellow comes along with a larger box and it takes more yards and he still gets the same pay as the other fellow does. In other words, contractors pay them according to a set rate.

I discussed this some years ago here in this committee. I don't know whether there is any rule laid down in government contracts as to what the trucker himself must get per hour of work, or per square yard or cubic yard, or whatever it may be; because the feeling is that many of these fellows are just not being paid enough ever to live on. All these are questions that have been raised with me and with other people, and this is why many of them feel that there should be some form of public inquiry into this whole industry, to determine just how widespread these practices are, to determine what is wrong with the industry, to determine if, in fact, some real legislative changes should take place, whether some stricter enforcement should take place on the highway regarding loading, and how that can be done, to deter-

mine whether many of these fellows are being cheated by the people for whom they work.

Mr. Minister, this is just the fringe of the total problem and I would appreciate some reaction to this, because there's no question that there is a widespread feeling in this industry that there should be a real inquiry into the total situation.

Hon. J. R. Rhodes: (Minister of Transportation and Communications): I think my response to this has to be that we are aware of the concern that has been expressed by some of the operators in various parts of the province and in particular, I suppose, the group that is here in the Metropolitan Toronto area. I have met with the group on one occasion. I had to sit down and have a discussion with the leaders of the various groups of dump truck operators, and I also had one meeting which involved not only the dump truck operators but also those persons who would be doing the hiring, and attempting to find out how we might resolve some of the concerns that both of the parties involved here had.

One of the proposals that was made to me was that we should, in fact, regulate dump trucks and we should make them apply for their licences under the PCV Act and go through the hearings, similar to other trucking activities. This was discussed in some detail and there is a problem here. The problem is simply this: Throughout this province you have an awful lot of construction going on, whether it is MTC highway contracts or whether it is just large construction projects, and the difficulty is to get sufficient dump trucks at times to handle the particular work, especially if you are getting out into the farther reaches of this province. You get into north-western Ontario—in some cases down into eastern Ontario, but primarily in the north—where there is a real problem with getting dump trucks to carry the necessary loads.

If we went to regulation, then of course you would have to have the various operators in each of these communities applying for a licence and going through the procedures of hearings. I think you are all aware of some of the requirements to go through the hearing; those who wish to appear and oppose. The other factor was that they wanted us to control the number of trucks that would be permitted to be on the road; that is, to have dump truck licences, even if we were not to go into the pure regulation, to still control the number that would be on the road.

It is a really difficult problem. From our point of view, from the ministry's point of view, there were two things that we felt we could

do immediately that might be of some assistance in this area. One was to propose that perhaps we could go into mandatory vehicle inspection, which would take off the road many of the unsafe vehicles, those that are not being cared for properly by their present owners. This was a factor that was raised by the dump truck operators themselves, who said this was a concern to them, that many people were getting into this trucking business, as you suggest, simply because they thought here was a chance to make a big, fast dollar. They make an investment and then they find they have to work fantastically long hours to get sufficient money to pay for their truck. They don't have enough money left in order to do the necessary repairs that they should be doing regularly. We felt that if we went into this area we might be able to take some of the trucks off the road which, in essence, would be to cut down the number of vehicles available.

The other one is the minimum rate that we are involved in with the ministry. On ministry contracts there is a minimum rate that is to be paid to each trucker, and this rate was increased last April. We've done a complete review, as we told the truckers we would do, and this review is just about complete and there will be another change in the rate, the minimum rate, as of January.

Mr. Young: What is the rate now?

Mr. H. F. Gilbert (Deputy Minister): I'm sorry, Mr. Young, I don't have a copy of them here. It is all by the ton-mile. We could certainly give you a copy of it. But this, as the minister has said, will be changing again as of Jan. 1, based on this recent review that the minister agreed with them to carry out.

Mr. Young: Sorry I interrupted.

Hon. Mr. Rhodes: That's fine, any time. We wish we could find an easy solution to this. When you talk to those people like the gravel pit operators and the various contractors, they are very concerned over the fact that they may find themselves with a contract—for example, with this ministry—that has certain time limitations on it, that they must get their work done within this time frame, and they won't have trucks available. If there is a sudden need for trucks, say in the Kingston area, would the truckers who are licensed here in the Metro be prepared to leave here and go down into that area and do the work?

I wish I had a quick answer for you and a quick solution. If you have one I would appreciate getting it.

Mr. Young: Would an amendment to the Labour Relations Act allowing these fellows to unionize be part of it?

Hon. Mr. Rhodes: This is another area we were asked to look at. We did have representation from the Ministry of Labour attend one of our meetings on that very point. They tell me, and I'm sure they have told you, that under their present system they aren't able to get in under the Labour Relations Act and can't form an association or union. Yet when they go to a job, they tell me, on occasion if the job is being run under union contract by the employees on that particular job, they are told they must join that union in order to haul on that job or they won't be able to handle the material. So, they say, "We have to join a union, we have to pay dues and yet we don't have any of the advantages and the protection belonging to the union."

We did discuss that with the Minister of Labour (Mr. MacBeth). I haven't heard yet as to whether there is a proposed amendment or possible amendment to the Act or not.

Mr. Young: Maybe you want to try to give them the chance at least try to find the solution themselves. What about the matter of overloading, has that been checked into carefully?

Mr. Gilbert: Certainly from the point of MTC contracts it is controlled, because any amount that is over, I think, either 2,000 lb or 1,000 lb the contractor isn't paid for that material. So there is good control on MTC contracts.

I'd also add that on any MTC contract, they are paid by the ton. So getting back to the problem you are commenting on, about a smaller box or what have you, the same applies. If you are hiring by the hour, then there is a rate based on the capacity of the truck to haul a certain amount of material. Maybe Mr. Humphries can comment further on other than MTC contracts.

Mr. R. H. Humphries (Assistant Deputy Minister, Drivers and Vehicles): During our enforcement this summer we ran into a situation where a number of trucks on a contract would be within legal limits and a number of trucks would not be within legal limits. Of course, you've always got a large number of people who want to go into the trucking business on their own. They buy a truck, and they don't know the legal limits that the vehicle can carry.

As a result of this inequity that appeared to exist at the time, we went into a sort of public

education programme and we produced a yellow pamphlet which we distributed at all weighing stations, through quarries and contractors to tell the truck owner what his gross was on the type of truck he had.

Mr. Young: But what if he refuses—if he says, "I am going to go by the yellow pamphlet," and the employer says, "You take what I say or else you don't work any more"? That's the kind of choice, with the payments coming due on his truck, that he finds difficult.

Mr. Humphries: If that situation should exist we wouldn't necessarily know about it in our programme. We'd only be looking at the truck operator himself as to what that truck could carry.

Hon. Mr. Rhodes: I don't know how you are going to overcome this situation. It's going to take some kind of quiet policing.

Mr. Young: You would have to have a weigh station every mile along the highway.

Hon. Mr. Rhodes: The unfortunate part is that if I am an independent trucker I can run into the situation you described: I am told that if I don't put on the overload I won't get the job. But the minute I get out on the highway I am the one subject to being charged for overloading and I am the one who has to pay the fine.

Mr. Young: That's right.

Hon. Mr. Rhodes: And that's a very difficult situation.

Mr. Humphries: Sir, I think we should tell you that in our enforcement programme we think compliance with the weight laws on the King's Highway is at a pretty high level. Where it falls down is on county and township roads where there is not the same enforcement. That's where you'll find the greater part of the overloading problem.

Mr. Young: Wherever they have to cross the provincial scale, of course, the problem is solved. On the other roads it's pretty difficult. But there has been no tendency on the part of the ministry to think in terms of real investigation into this total situation?

Hon. Mr. Rhodes: We haven't given that any great thought. I must say I am groping for a solution to this problem. It isn't going to go away, and I am sure it will probably rear its head again in the not-too-distant future. We went through this last winter with the problem of snow removal in Toronto. I am sure we may face it again very shortly.

Mr. Young: It seems to me a public inquiry would do at least one thing. It would clear the air and focus attention on the problem and on suggested solutions, at least. Perhaps the judge, or whoever might be conducting the inquiry, at least could gather the whole thing together and come up with some answers.

Hon. Mr. Rhodes: I haven't heard that proposal, quite frankly. A public inquiry was never ever proposed to me by the truckers. The two things they proposed to me were, as I said, to regulate the licensing and to control the number of dump trucks permitted to operate.

Mr. Young: I am quoting here from the brief they presented to you on May 21, 1974. It says:

We ask that you consider a public inquiry into the dump truck industry. Such an inquiry would be of interest in that it would reveal the state of this industry and its effect on the individual operator. Much of what was found in the Ontario royal commission inquiry into the dump truck industry, known as the Roach royal commission, in 1958, is still the same today.

Hon. Mr. Rhodes: Oh, yes, I recall that part of it. It was after that that we had our initial meeting. During those initial meetings they did not say to me, "We'd like to have an inquiry." They wanted the regulation. Certainly we can give this consideration. It may be the only answer if we can't find some other equitable solution to the problem.

Mr. Young: I think it would satisfy a lot of unrest and disquiet in the province today. It would have the tendency to focus on this thing and at least make the truckers feel somebody is concerned about their problems—and they are real problems, there is no question. They are very desperate problems for so many of them. So many of them enter this industry with high hopes and get machines and before they know it, they're under financially and they just can't cope.

Hon. Mr. Rhodes: Another problem area, because of the method by which they can get into business, is that you get a lot of people—certainly in my own community I know of this where a person is working in the steel mill and he decides he is going to supplement his income by buying himself a truck and he suddenly finds out—

Mr. Young: And he buys a lemon.

Hon. Mr. Rhodes: That's right. He finds he is supplementing the truck out of his wages

from the plant. It's a problem and I'm sure we'll have much more discussion with the operators. It may be that an inquiry into the whole thing may be the only answer.

Mr. Young: I would urge it on you, Mr. Minister. I hope action will be taken soon on this thing because of the disquiet in the province.

Thank you, Mr. Chairman, I have to go to another meeting and as far as this estimate is concerned I'm through.

Mr. Ruston: Is the problem not really a problem of too many trucks?

Hon. Mr. Rhodes: Well, that is exactly what—

Mr. Ruston: Too many trucks chasing not enough loads.

Hon. Mr. Rhodes: This is what the truckers will tell you here in the Metropolitan Toronto area in particular. That is not the situation in other parts of the province. In some parts of the province you'll find there just aren't sufficient trucks to take the loads that are available. It is a spotty sort of thing. It's not as if it has been running five or six years this way. Along comes a boom of some kind, or a couple of big highway jobs, or a construction programme for which trucks are needed immediately for maybe a period of six or eight months or a year. Then the work is gone.

Mr. Gilbert: And quite often members of the road building industry in particular go ahead and not being able to get trucks buy a fleet of their own. That makes it more difficult because they are going to employ their own trucks.

Mr. R. Gisborn (Hamilton East): Of course, the human element has crept into the situation. It is a serious one and I think they are going to have to take measures to correct it themselves. I think I agree with the minister that it is a pretty hard thing for a government to straighten out.

You see, the difference is that the trucking industry as we know it, the transport industry, they have the clout developed that they need. They go before the transport board and you've set your pattern on how you get a licence and what the justifications are.

We haven't got that justification in the dump truck industry. When they come to the point where they organize themselves, perhaps as an association, then I think what the ministry can do is build up a system in the Industrial Standards Act where you have a joint employer-employee-government decision on

the policing; where you set the standards and set the numbers in the areas and districts.

From what I understand of the Industrial Standards Act, it works pretty well in most of the trades. They have their ins and outs, but they establish the need, they can make their projections, and I think this could be done in the dump truck industry also.

Mr. Chairman: Before the minister speaks, I wonder, did we change the smoking rule?

Mr. Beckett: Yes.

Mr. Ruston: When?

Mr. Chairman: I never heard that we had.

Hon. Mr. Rhodes: The only reason you didn't hear it, Mr. Chairman, with the greatest of respect, was because you weren't here.

Mr. Chairman: I asked the clerk and he said there hasn't been a motion to rescind it.

An hon. member: The clerk was away, too.

Mr. L. Maeck (Parry Sound): We changed it on Sunday, Mr. Chairman.

Mr. Ruston: No, Mr. Chairman, there was no motion made because I have been here all the time the meetings have been held.

Mr. Chairman: I think the minister should have a quick draw and then put it out; we would appreciate it.

Mr. Maeck: You should have taken the rest of the day off, Mr. Chairman.

Hon. Mr. Rhodes: Mr. Chairman, I don't want to prolong this meeting, but I'll certainly put it out. I noticed this afternoon there was an awful lot of smoking going on here and the chairman—

An hon. member: Maybe the chairman wasn't aware of the rule.

Mr. Maeck: The chairman was smoking, too.

Hon. Mr. Rhodes: I think one of the things we did recommend at the time of my discussions with the dump truck operators was something similar to what you have suggested, of having a regional sort of approach as to the number of vehicles you might have. This was rejected out of hand, quite frankly, by the operators here in the Metropolitan Toronto area. Their spokesman said, "No, no, we want the ability to work anywhere in the province."

I felt—and I think others did too—that if you were going to go into a regulatory situation it would be much easier to do it on a regional

basis to assure that, for example, if you are in the Sudbury region you could determine how many trucks could viably operate up in there and make a reasonable living. The same here; the same in eastern Ontario; the same in western Ontario and the northwest and northeast. But they didn't seem to want to go for that; they wanted a licence similar, as you suggested, to the transport licence.

I am concerned that if there is a need, say, for 10 trucks in the Kenora area and they apply for a licence, it seems rather strange that we would have somebody from Metropolitan Toronto who might go before the board to object, and yet we have no way of knowing whether those 10 trucks which may be required, and really required, for a job up there, are willing to come out of the Metro area and go to Kenora and do the job. It is 1,000 miles away; are they prepared to do that?

So I rather thought that if we were going to go that way the regional situation made a lot more sense. But they didn't want to buy that. I must go along with you, I think that they are going to have to do something within their own group to come up with an answer. We can't even get the various associations to agree; we tried that. I tried to be a mediator and bring them together and all I was turning out to be was a referee, which was a little bit frightening, in fact, in some of those meetings.

Mr. Gisborn: Mr. Chairman?

Mr. Chairman: Mr. Ruston still has the floor.

Mr. Ruston: I have some other things to say, but if you want to continue on it is all right.

Mr. Gisborn: Not on this. I want to switch.

Mr. Ruston: On the PCV charges, what are your charges? Do you try to collect enough to pay the cost of operating your enforcement agency and so forth? Is that the basis of how your fees are charged to some extent?

Hon. Mr. Rhodes: I don't think that is how it is done. If you want us to explain the fee structure this may take hours.

Mr. Ruston: It is not a simple one eh?

Mr. Humphries: The fee structure? I can't tell you what the basis of it is, it has been there for years and years.

Mr. Ruston: That is what I understand too.

Mr. Humphries: And it still continues to be there.

Mr. Gisborn: It used to be at one time dependent on what they could pay.

Mr. Humphries: I don't know how they arrived at it back in 1928, I think it was.

Mr. Ruston: Does this money come into the general revenue of the province? I was under the impression, from some place I read—I don't know where I read it—that the general idea of it when it was put in was to handle all the charges relating to the enforcement of the PCV licensing.

Hon. Mr. Rhodes: I don't think that is correct, I think that all moneys that are received by the various licensing agencies throughout all of the ministries simply go into the consolidated revenue fund, and they are not earmarked for any specific purpose.

Mr. Ruston: I don't necessarily agree that it should be earmarked, but I know I did read that that was what the general assumption was; that people thought it was that way.

I suppose you people wouldn't be involved in the sales tax on diesel fuel? If a trucking company has a United States transport licence and buys its diesel fuel without paying the sales tax and submits it at a later date, because there is a certain amount of it that they use in the States, they don't have to pay the tax on it. Or is that strictly in the revenue department?

Hon. Mr. Rhodes: That is in the Ministry of Revenue. We don't have anything to do with that at all.

Mr. Ruston: I see. There has been one particular PCV licence that I am aware of and I am concerned as to its operation. As I understand it, it was Quinn Motor Transport in the St. Catharines area and it had some association with the Beaney Transport. I understand they applied for a PCV licence for hauling meat and other products through to the States. This was rejected and I understand they appealed to a division of the transport board in Ottawa, because it was an international licence. Is this correct?

Mr. E. J. Shoniker (Chairman, Ontario Highway Transport Board): May I answer the question?

Hon. Mr. Rhodes: Yes.

Mr. Shoniker: The situation was this: Beaney Transport Ltd. was a company incorporated many years ago and it received a licence in the Province of Ontario in 1952. They received a licence then—called a D licence—to carry goods between points in Canada and the United States of America. This extended on until 1955 and they then received what we call

an X licence under the Motor Vehicle Transport Act.

The Beaney family was a family well respected in Brockport, New York, and about two years ago, Mr. Charles Beaney Sr., died. The family got into some degree of financial difficulty and there were many law suits pending in the United States of America. They were in dire straits financially.

There was an application made by an applicant from the Niagara Peninsula to have the portion of the authority in Ontario transferred from Beaney to himself. The application came before the board, and presently it is before the board again. That's the one I was sitting on all day today. The application is one that's asking for the transfer of the Ontario portion of the Beaney licence for an international operation to be transferred to a man by the name of Mr. Quinn.

The situation was this: The application came before the board previously and Quinn was not able to satisfy the board as to financial ability. There were many debts incurred in the operation of the Beaney transport operation by Mr. Beaney Sr. These debts had to be absorbed and certain debts in the Province of Ontario had to be met.

We went through a lengthy hearing with Mr. Quinn in the first instance. We heard the application, I think, for four weeks. At the completion of the four weeks, this applicant was asked through his counsel to file proof of financial ability to be able to meet the indebtedness, and to be able to carry on successfully the operation that Quinn proposed in taking over Beaney operation.

The board was satisfied beyond any question of doubt that Quinn could not meet the financial responsibilities at that time. For this reason, the board dismissed the application for transfer. There was an appeal to cabinet, and after some length of time the board's decision was upheld.

In the meantime, Quinn applied to the federal government for an exemption under the Motor Vehicle Transport Act. At the same time, he again applied to the board for the operating authority Beaney formerly enjoyed. At present we are hearing the application before us since last Monday. We are in the midst of hearing evidence at the moment. The representatives of the federal government are sitting in the hearing room, and they are not prone to make any decision whatsoever until such a time as the board reaches a decision in respect to the application now before us. We're now looking to him to establish financial ability, if he can.

That is the situation to the best of my knowledge of the Beaney-Quinn case.

Mr. Ruston: That will do pretty well, I think.

Mr. Chairman: Any other questions?

Mr. Gisborn: Yes.

Mr. Chairman: I think Mr. Root is next.

Mr. J. Root (Wellington-Dufferin): I just have one question that has been brought to my attention; this is on the dump truck operators. I had a constituent telephone me about the problem of being weighed and the checking of weight on the axles. If they dump the gravel to the front of the truck, he might not be overloaded as far as his licence is concerned but will be overloaded on the front axle—or he could have too much at the back of the truck. I don't know what you can do about it, but I can see this is a problem when you have some body putting the gravel in your box. If you put it in the back, it certainly lifts the front. He had been charged for overloading one of his axles. I don't know what he can do about it.

Mr. Gisborn: Tell them to put all the wheels on the scale.

Mr. Root: Well, it is a problem.

Hon. Mr. Rhodes: It is a problem, but I would think is the responsibility of the operator of the truck to see that gravel is properly loaded on the vehicle. I don't know what we can do in these cases. The regulations are there. They should have a balanced load and there's a certain maximum tonnage permitted on each axle. It seems to me that if I'm operating a vehicle, the responsibility is mine to see that my vehicle is loaded in such a way that I conform to the regulations.

Mr. D. A. Evans (Simcoe Centre): They would have to start shovelling it on again.

Mr. Root: I told him to write me a letter with the details and I'd forward it. I never got the letter. But he phoned me, and I know the problem. I trucked livestock, and you don't know whether it is standing in the front of the truck or in the back.

Hon. Mr. Rhodes: Yes, they move around a bit.

An hon. member: For the mover and loader.

Mr. Beckett: Item 3 carry?

Mr. Ruston: No.

Mr. Root: That was the one question I wanted to ask. I know this problem. He did bring to me the same problem that you've already discussed of truckers coming in from

another area, and I don't know how you control that. Municipalities award contracts and they have to have enough trucks to move gravel. I didn't know whether there was any policy.

Mr. Chairman: Mr. Worton.

Mr. H. Worton (Wellington South): Yes, Mr. Chairman, I was interested in Mr. Shoniker's remarks about the application by Mr. Quinn. Is there such a thing as exemption by the federal government?

Mr. Shoniker: Yes, there is under the federal Act, under the Transportation Act.

Mr. Worton: They can only act after you people have approved?

Mr. Shoniker: No, they can act on their own; as they see fit.

Mr. Worton: The other thing I wanted to raise, Mr. Chairman, was that early this summer I received a brief from a local trucking firm that has 35 or 40 units—and I have left the correspondence that I received from this gentleman in my file at home. But as I recollect, he has what I guess you would call an interprovincial licence to go into Quebec.

Mr. Shoniker: Yes, sir.

Mr. Worton: His complaint was that Quebec truckers came into Ontario without being penalized by the necessity for PCV licences, and he felt this was rather unfair. I don't recall whether he indicated that they also received the exemption from fuel tax, and so on. Could you tell me whether this is so?

Hon. Mr. Rhodes: I think that was covered this afternoon.

Mr. Chairman: I believe that was covered this afternoon.

Hon. Mr. Rhodes: That was raised this afternoon, but I think we can respond again to it.

Mr. Humphries: Sir, I think the problem is one of reciprocity in Ontario and Quebec. I think he's a private carrier, and for many years Ontario has had full reciprocity with Quebec. Quebec recognizes Ontario plates and Ontario recognizes Quebec plates in private operations.

Quebec in the last few years has started changing its laws in respect of residents, in respect of places of business and the effect of that has been that the Quebec operator is getting more rights in Ontario than the Ontario operator is getting in Quebec. Officials of the two provinces have met on two occasions, and I think we are meeting very soon again. We

hope we will end up with an agreement for the next licensing year.

Mr. Worton: When you are speaking of private carriers, you are speaking of those that are trucking for, say, a manufacturing firm in Guelph to a destination in Quebec, or vice versa.

Mr. Humphries: Trucking that is not licensed under the Public Commercial Vehicles Act; carrying your own goods.

Mr. Worton: Carrying your own goods. In other words any firm with a truck can come into Ontario without a PCV, but the chap who is maybe trucking for hire for a firm in Guelph would have to have a PCV.

Mr. Humphries: No; if he is operating into Ontario, operating his own truck in Quebec, he'll come in here on Quebec plates. But the Ontario resident who goes into Quebec—and it may be that the Ontario resident has also got a place of business in Quebec—under their law, they'll say: "You can't come in here on Ontario plates; you've got to buy Quebec plates, because you've got a place of business here." Now, that's a change from the original agreement between the two provinces.

Mr. Worton: You feel that there is a solution being worked out?

Mr. Humphries: Right.

Mr. Worton: Does he actually avoid diesel fuel tax?

Mr. Humphries: There is an agreement among the provinces on a portion of fuel tax. I don't know what the details are; that's in the Ministry of Revenue.

Mr. Worton: Okay, fair enough.

Mr. Chairman: Are you finished, Mr. Worton?

Mr. Worton: Yes.

Mr. Chairman: Mr. Gisborn.

Mr. Gisborn: Mr. Chairman, I apologize for not having been in earlier during the session; so if I am repetitive, or raise a question that's been answered, I can likely read it in Hansard.

But there are about three things I would like to get an answer to. This summer we've had an extended dialogue regarding the use of safety belts. The minister has come to the conclusion from his statements that he doesn't think from the research that has been done that it is necessary to reduce the speed limit.

That I can't argue, because I perhaps haven't had access to the same set of statistics. But it seems to me I did understand there was a feeling that in some confined areas there would be full consideration given to reduction in the speed limit. I thought that likely meant areas such as between here and Hamilton on the Queen Elizabeth Way, short urbanized areas, that sort of thing.

I haven't any reason to say we should reduce the speed limit on the Queen Elizabeth Way from here to Hamilton, but I have a lot of reason to say there should be greater enforcement of the present limits. If we are going to continue with 60 mph for trucks and 70 mph for automobiles, if we are going to stand by the statistics and the feeling of the department about the necessity to reduce speed limits—

Mr. Chairman: We are really not on this vote. This is vote 2305, item 3—Ontario Highway Transport Board.

Mr. Gisborn: I take it you have changed the procedure. Safety and regulation programme—I thought you were taking them all as a—

Mr. Chairman: No. We are trying to finish that item. Then we will take programme administration.

Hon. Mr. Rhodes: I think Mr. Gisborn should recognize we went through the safety and regulation programme. Probably the question you are asking now would have come under item 2.

I think he is an awful lot like Murray. He is a fine fellow, and I don't see any reason why we couldn't answer him on this.

Mr. Beckett: It is the next vote.

Hon. Mr. Rhodes: I am sorry.

Mr. Chairman: It could come under programme administration.

Hon. Mr. Rhodes: Yes, it could come under the next item.

Mr. Chairman: Would you like to leave that one and bring it up in the next item?

Mr. Gisborn: Fine. I just want to say I have noticed some undue activity on that stretch. I drive it every day.

The other question is where do I talk briefly and ask a question about tanker oil spills? This is under safety.

Hon. Mr. Rhodes: That would be in the next item as well.

Mr. Chairman: Mr. Gaunt, is yours in the third item or the fourth? If it is in the fourth, we can carry the third.

Mr. M. Gaunt (Huron-Bruce): I have one in the third and one in the fourth.

Hon. Mr. Rhodes: That is the way he places his bets at the races too.

Mr. Chairman: Mr. Gisborn, we will get you the first one in the fourth item then. We will let Mr. Gaunt finish his question on the third item.

Mr. Evans: Just to show, Murray.

Mr. Gaunt: I have been down at the Royal Winter Fair, Mr. Chairman. Have you?

Mr. Ruston: Counting some of the eggs they were going to throw away.

Mr. Gaunt: I had a trucker approach me several weeks ago with a point about licensing. His argument was that if he buys a new truck at a time which happens to be half way through the expired period of his other licence on the other truck, he can't transfer that licence from his old truck to his new truck and take advantage of the full licensing period for which he paid. He has got to buy a new licence and he loses the money on the other truck.

Mr. Shoniker: Unfortunately that is not under my jurisdiction.

Mr. Humphries: He includes that in the price for the truck.

Mr. Gaunt: Yes, I suppose he does.

Mr. Humphries: If you were going to have a registration system where you would be turning in your plate on the basis of daily re-funds, I am afraid our administrative costs would go pretty high.

Mr. Gaunt: I don't think his point was to turn it in. His point was to be able to transfer it to his new truck so he would capitalize fully on the money he paid for that licence.

Hon. Mr. Rhodes: Would he be scrapping that truck?

Mr. Gaunt: Not necessarily.

Hon. Mr. Rhodes: What is going to happen then? Where do we get the licence? The vehicle itself has been licensed, not the man.

Mr. Gaunt: That's right.

Hon. Mr. Rhodes: So if he buys a new vehicle he'll license that. What happened to the

previous one? Who has it now, and who do we license? If we transfer it from that on to his new one, what happens to the vehicle that is basically unlicensed?

Mr. Gaunt: Then the fellow who purchases that truck has to license it.

Mr. Beckett: As long as it is not your friend, you are happy.

Hon. Mr. Rhodes: Indeed, and I would agree with you, and I think that is what Mr. Humphries is saying. If I paid \$200 for a licence on my vehicle and I am going to sell it to you and there is still half a year's licence on it, guess who is paying the other \$100?

Mr. Gaunt: Yes, I know. But my friend—

Mr. Ruston: Murray has a friend or two, you know.

Mr. C. E. McIlveen (Oshawa): Murray wants it both ways.

Hon. Mr. Rhodes: Give him a copy of Hansard, then you'll have done your duty to your friend, Murray.

Mr. Gaunt: Yes.

Mr. Chairman: Is item 3 of vote 2305 carried? Carried.

Item 4.

Hon. Mr. Rhodes: Perhaps I can comment now on Mr. Gisborn's first question. Yes, we did take a very serious look at the possibility of reducing the speed limits on the highways across the province. Frankly, and I say again, after our own investigation—which was perhaps not as in-depth as we would have liked it to have been—we came to the conclusion that the position that had been taken by the National Safety Council in the United States was not really as accurate as it might have been. We found a tremendous reduction in the number of miles that were travelled by the vehicles during that time period because of the energy crisis; over a billion fewer miles travelled and 20 per cent fewer vehicles on the highways.

In discussions I had with other ministers in Winnipeg, about the middle of October, they were all facing the same thing. They found a similar experience from their investigations of it as well, that a great many young drivers had left the road, and they felt all of these things had contributed to the downturn in the number of accidents on the highways.

We also found—and I was interested in this one particular aspect—in the state of Michigan, for example, where the speed limits on the

freeways were 70 mph and 55 mph at night, the selective enforcement agencies in Michigan found that at the 70 and 55 speeds they were running between 15 and 20 per cent violations of the speed limit. With the 55 mph speed limit day and night on all the freeways, their statistics went to 83.6 per cent violations of the limit.

You are right, it requires a stricter enforcement of existing speed limits if you really want to control the number of accidents. I think engineers and other experts will tell you that constant speed on the highway will not cause accidents; it's the speeds that are jumping up and down and the fellow who is going well beyond the posted speed limit.

As for fatal accidents, there was one weekend that really created an awful lot of concern in this province, and that was the Civic Holiday weekend in August, in which 33 persons lost their lives in this province. Our investigation showed that of the 33, 31 of the fatalities occurred on highways where the speeds were 60 mph and less, and only two fatalities had occurred on highways—401 and 400—where we have the 70 mph speed limit.

Mr. Gisborn: But that doesn't prove very much. It might be a 60 mph limit but they might have been doing 80.

Hon. Mr. Rhodes: That's right, but all I am really saying is that to say to reduce the speed limit would automatically reduce the fatalities is not really a very accurate statement. You are dead right, it's the man who is going 80 mph when he should be going 50 or 55 or 60, according to the posted speed limit. On the two-lane highways, many of the accidents that we had on that very tragic weekend were multiple deaths involving two vehicles; maybe the only two around for three or four miles in any direction. Some fool came off on the wrong side of the road up over a hill and hit somebody head on, and bang, you have got a major fatality.

So there was a great jumping to conclusions about the lowering of speed limits. What we did find, though, is that there may be some merit—and we are looking at this now—in reducing the speed limits in some of the urban areas, the access to the 401, the collectors, these sort of things; we should perhaps reduce them there.

Mr. Gisborn: Well, I pose my question and it's a brief one. As I have said, I travel the highway from here to Hamilton four or five times a week, and nobody now agrees that we have a 70 mph speed limit. It's 80 or 85. If you

leave here tonight at 11, you will be passed by some doing 90 or 100.

I can understand your department saying: "No, we can't find any merit in reducing the speed limit below what we have posted and which we find is suitable." But what you can do is enforce the laws on tailgating, lane hopping and dangerous driving; that again doesn't, according to statistics, always cause accidents on that strip, but it causes a hell of a lot of frustration for a driver who is trying to be careful and stick with his speed limit.

Hon. Mr. Rhodes: All we can do is what we have done, and that is to request the Solicitor General (Mr. Kerr), and through him to the provincial police, to step up enforcement and to clamp down on the excessive speeding that is going on and the various violations that take place on these highways.

I agree with you. I can recall coming back from Kingston one night and I said to the fellow driving the car: "Look, right on the speed limit and not one fraction over." I am glad I wasn't in a race because I was going to lose, everything passed me. I will say that particular night there were three fellows who passed me and I think all three got stopped by provincial police, which I thought was a nice sign of enforcement. But that's rare.

Mr. Gisborn: Well, that's the question—enforcement. I hope you can put some pressure on—

Mr. W. Hodgson (York North): You want to try driving up the region of York. You will be caught when you are going through my riding.

Mr. Gisborn: That's where they make all their money. They are so poor up there.

Another question briefly, and I am not going to get into detail. There are oil spills and we have had several of them across the province. We had a major one in Hamilton a week and a half ago where they had to bring out municipal trucks to dump sand on it to clean it up. My question is about the cost involved in hiring the people who went in and cleaned out the ditches, the repairs to highway property damage—how do you recoup?

Mr. Gilbert: One that comes to mind is the bad one we had on 400, you will recall, early last summer that did considerable damage to the overhead bridge. We do, where we can, recover from the owner of the truck. In that case it was an oil company and the company paid all the costs involved in the repairs. Wherever we can we collect from either the insurance company or the owner of the truck.

Mr. Gisborn: That would be a case where you may have to go through the insurance collection procedure?

Mr. Gilbert: Oh, yes, that's quite right. And in some cases we go through a lot of difficulties in collecting.

Mr. Gisborn: Now, another brief question and maybe a suggestion. We had a fatality on Highway 6 just about a year ago now. A truck dumped 45 tons of gravel on the highway and hit two other cars. You might recollect it. The point is he left his pit in a fog and then got that far. The fog didn't lift until about 11 o'clock the next morning. You would think it insanity for a company to send a truck of that size out into a fog so heavy that you can't see to walk. I think that this should be given some recognition; some of the industry should be told to use common sense.

Hon. Mr. Rhodes: I couldn't agree with you more and I have said it on more than one occasion, and we have said it among ourselves in discussing some of these things that we get coming into us. Every day, every fatal accident report lands on my desk and sometimes you just shake your head when you see the cause of the accident and you say to yourself you can't legislate against stupidity. No matter what you do, you get a person like that who will drive out in that sort of weather. There's no other word for it, it's just stupid. It's stupid on the part of the driver first of all to drive the blasted thing out and just as much stupidity by whoever instructed him to go ahead and drive it out at that time.

I don't know what you can do about these things. We have heard about school buses—imagine school buses—coming out on the highways in the province. In those cases I think we can take some action because we have a little more control over these things; if someone can give us the location of the school bus and the time, then we can clamp down on that and do something about that particular driver.

But in these other cases we are as concerned as you are, and if we could find some way of legislating against that sort of thing, we would certainly do so.

Mr. Gilbert: Wherever Mr. Humphries and his people can, they talk to industry and the trucking firms, but as the minister says about all you can do is talk safety.

Mr. Gisborn: I would think the insurance companies probably would boost their rates; and they should be instructed to give them a

jolt in some way, because it is just not reasonable. That's all I have to say. Thanks.

Mr. Chairman: Mr. Gaunt, you had one more question.

Mr. Gaunt: Yes, I want to talk about driver education in the schools because I think it is a very important programme and should be pursued. I think the Safety Council indicated that one out of two Canadians would be involved in a fatal accident or an injury-producing accident during his lifetime.

Mr. McIlveen: One out of two?

Mr. Gaunt: One out of two, yes.

Mr. McIlveen: That's pretty heavy.

Mr. Gaunt: The accident rate in Canada has continued to escalate, I believe, whereas in some of the other countries it is dropping off.

Mr. McIlveen: Just in Huron county.

Mr. Gaunt: No, it is not in Huron county.

I don't know whether that is because of the driver training programmes in some of these other countries, such as Holland, France and so on. But I have an article here from the Toronto Star that says the automobile accident rate in Japan dropped 11 per cent; Denmark, 10 per cent; Holland, six per cent; Sweden five per cent; France two per cent; and West Germany, 4.2 per cent.

As far as the Safety Council is concerned, I believe they feel the accident rate could at least be kept within its present bounds if there were some good training programmes instituted in the high schools. I think driver training in the high schools is a pretty loose operation. I don't think there is any status given to it; there is no financial incentive for people to undertake the programme. I think about 60 per cent of the instructors are part-time people; they have other businesses, so it is just a sideline for them.

I am wondering if we could institute an accredited course for instructors. I guess it would have to be worked out with the education people as well as the safety people, but it seems to me that it would help a lot if we had well-qualified, full-time instructors working out of the high schools. Also we should somehow or another impress upon the principals of our high schools that this is a pretty important programme and shouldn't be downgraded.

At the same time, I think our young people should be encouraged to take these courses. At the moment, it is on sort of a hit-and-miss basis where some person wants to drive and wants to get a little expert instruction, well, he will

take the course for a few weeks and that's it. There doesn't seem to be any concerted effort in this area. I feel the time we should be making the approach is when these young people are just moving into that area where they are going to be learning to drive and developing habits. I think that is the time when we can sort of mould the driving habits and attitudes of young people.

It seems to me it would be a good idea if every young person in high school was required to take a certain amount of time in driver education, both in the classroom and in the field. I think only about 15 per cent of our young people in high school end up taking even limited driver education. It seems to me it is woefully lacking and I am wondering what we can do about it.

Hon. Mr. Rhodes: Your figure of 15 per cent is about 50 per cent too low. Our figures are that about 30 per cent of the eligible students take the course at high school. Out of 625 high schools in the province, the driver education course is provided in 577. It is gaining in popularity. As far as financial reward is concerned, I can speak with some authority, because I have a son who took that course and I was pleased to see that he had a reasonable reduction in his initial fee for his insurance. I accepted that with a great deal of gratitude, I can assure you.

The Minister of Education (Mr. Wells) set up a task force to study the driver education programme in secondary schools in Ontario in August, 1973. Mr. Carl E. Laybourn, a coordinator of the programme for this ministry for the past 13 years, was appointed a member of that task force, along with six staff members of the Ministry of Education.

They spent a year examining the driver education programme in depth in Ontario, in other provinces and in the US. They have also received briefs and heard submissions from many interested parties and they will be submitting a report to the Minister of Education in the near future. I don't think you would find any disagreement among the people sitting to my left, or myself, that anything that can be done to increase effectiveness of driver education programmes in our high schools should be done, because that is the place to get those young people to learn to drive their vehicles properly.

I know the experience with my own son was most gratifying. I thought he was going to be like his old man, a bit of a hot-rodder when he started. But he is not too bad, and he is pretty careful.

Also, the young Canada driver programme has been carried on now by a number of the driving schools across the province and across Canada. They have come up with a pretty fair programme. I am going to turn to my expert in driver education over here.

Mr. H. J. Aiken (Executive Director, Regional Operations Division): Well sir, I can do little more than say amen—

Hon. Mr. Rhodes: Being a religious fellow, I thought you would.

Mr. Aiken: —to the comments you have offered. There are some anomalies, however. Some studies have indicated that at the end of a couple of years it is impossible to distinguish between the student who has taken the courses and the student who hasn't. Yet there is a very big plus if you have gained something in that two-year period. The goal is there and the ministry recognizes and approves it.

Hon. Mr. Rhodes: I think there is an off-shoot to this thing. I am talking now particularly about the young Canada drivers or the young drivers of Canada, I forget which it is.

Mr. Aiken: The Insurance Bureau of Canada supports the young Canada drivers I think it is.

Hon. Mr. Rhodes: One off-shoot is that in a number of communities across the province the young people taking these courses ended up as part of their education handing out pamphlets and what have you around Christmas and New Year's in some of the liquor and beer stores. I know the member for Huron-Bruce wouldn't have seen any of them.

Mr. Gaunt: Not a one.

Hon. Mr. Rhodes: They were doing that for those who frequented those places. Part of the education and feedback I got from that was that the young people suddenly got a little more conscious of the drinking and driving problem as a result of their exposure to meeting the people coming in. So that is a bit of a bonus, I hope, for young people. Maybe it will cut down on a very serious problem.

Mr. Gaunt: Were they any different from the people coming out?

Hon. Mr. Rhodes: The people going in? I don't know. That is an in and out store. I don't know, I always send somebody else.

Mr. Aiken: Mr. Chairman, in deference to this fine body of young people, we think it is the Canadian Conference of Young Drivers.

Hon. Mr. Rhodes: The Canadian Conference of Young Drivers? Right.

Mr. Chairman: I think Mr. Hodgson, York North, wants to say a word.

Mr. W. Hodgson: I am here to speak on behalf of the municipalities I represent, and also a lot of municipalities I have talked to across the province. They all have one concern, on which I would like to hear the minister's comments. It is to do with safety, it is to do with stop signs, no-parking signs and speed limits on municipal roads, regional roads or county roads, whatever they may be. They are complaining that they should know whether they need a no-parking sign, because they are familiar with it; they should know where they need a stop sign, because they know the area; and they should know what the speed limit should be in a particular area.

I would use just one example, which I am close to, in the region of York. The region of York, early last year, passed a bylaw reducing the speed on a road known as the Vivian side-road from Don Mills Rd. to Highway 48. The particular municipality, covering the town of Whitchurch-Stouffville, passed a similar bylaw and at the present time that bylaw has not been approved by the department. You have sent your representatives out there. They say there should be restrictions in certain areas.

The region of York engineering department feels this road should not be more than a 40 mph speed limit because the road isn't constructed for safety purposes for any more than 40 mph. But your people keep insisting that it should be restricted in certain areas, and it should go up to 50 or 60 or whatever.

My contention is—and I am speaking on behalf of the region of York, the municipalities I represent and a great many other municipalities throughout this province—that your department should leave this in the hands of the representatives of the municipalities and let them decide what the speed limits on the roads within their own municipalities should be, the ones they have the control over; as well as where the stop signs should go within their municipalities, where the no-parking signs should go in their municipalities.

And once they pass the bylaw it should become law. They shouldn't have to send it down here to the Ministry of Transportation and Communications for approval, because in the case I just mentioned it is a good nine months since the bylaw was passed and it is not in effect yet. In a good many other municipalities

I have talked to, it is at least nine to 10, sometimes 12, 14 or 15 weeks before it is passed.

My plea to you and my advice to you is to leave it in the hands of the representatives in the particular municipality, as long as it is on their roads. On your roads, you should have control.

Hon. Mr. Rhodes: Mr. Hodgson, I can simply say to you that you are talking to the right guy. I couldn't agree more with you, having gone through that frustrating exercise as a member of a municipal council. We intend to do exactly that—it will be coming through shortly—the erection of stop signs and no-parking signs and speed limits will be turned back to the municipalities, because quite frankly I couldn't agree more.

I can't sit over on the third floor of the Ferguson Block and consider whether or not you need a stop sign in one of your municipalities, or any other part of this province. The people there know whether they need it and why they need it. So that particular procedure is going to be changed. With speed limits, we are going to allow the municipalities to set their own speed limits within minimums and maximums. We don't want them using speed limits as a way of balancing their budgets, but with minimums and maximums. We will retain, as you have suggested, the speed limit and zone controls on connecting links, which are our highways; but within the municipalities, please, let the municipalities do this.

Mr. W. Hodgson: I can just say, Mr. Minister, God bless you. Amen!

Mr. Chairman: We are not quite to that stage yet. Mr. Root has one more question.

Mr. Root: Yes, something is bothering me and I was really pleased to hear you, Mr. Minister, say that when your son took this driving course and graduated the insurance company looked with favour on him. This is something that I have felt is really unfair. We license young people to drive and they only get a licence after they pass the test that we require them to pass. They walk out to buy insurance and immediately they are charged two or three times as much for the insurance as a safe driver. I feel that until they have committed some offence they should be able to buy insurance at a standard rate. I realize that perhaps there are more accidents under a certain age limit, but I also know that there are many young people who don't have accidents. They are careful, but they are penalized, having committed no crimes, never having been

charged and never convicted of anything. And for years they carry that penalty.

Now I think when they have an infraction of the speed laws or whatever it is, they should pay the penalty. Then there would be some encouragement to young people to be careful drivers. They have a licence, it is a privilege to drive and they have bought insurance at standard rates. If they are law abiding they can keep it at that rate. If they are not, they are going to pay.

Mr. Chairman: I think that would be Mr. Clement's department, correct me, Mr. Minister.

Hon. Mr. Rhodes: It is not in our ministry at all. We have nothing to do with the insurance—

Mr. Root: I have got it off my chest, anyway.

Hon. Mr. Rhodes: —that is Consumer and Commercial Relations.

Mr. Chairman: Item 4 carried?

Mr. Maeck: Murray has another question.

Mr. Beckett: He is going to talk about his trucking friend again.

Mr. Gaunt: My trucking friend has one other problem; no, really he doesn't.

Hon. Mr. Rhodes: I will tell you what his problem is.

Mr. Chairman: Mr. Gaunt, you have another question?

Mr. Gaunt: Yes Mr. Chairman. I am wondering what research the ministry has done, if any, on a graduated point system. Rather than giving young people 15 points to start with, why not give them 3 and have them earn the additional points until they accumulate 15.

Mr. Beckett: Wrong vote.

Mr. Gaunt: No, I'm not.

Hon. Mr. Rhodes: I think there was a recommendation made by someone, I think it was in Hanover, at a meeting there. Bob, I think, has had some experience in this area, if you would like to comment on it.

Mr. Beckett: Wrong vote, Murray.

Mr. Gaunt: No, it isn't; it's safety.

Mr. Humphries: We have not given consideration to that specific programme. What we do have in mind is a probationary licence for beginner drivers. They would not be part

of the point system during that probation, and if they got so many convictions under that probationary licence, then they would lose their licence and would have to go back and wait a certain time before they could apply for their licence again.

Mr. Gaunt: That is under present consideration?

Mr. Humphries: Yes. We have a programme all lined up. Our only problem is we are going, as you know, to the classified driver licence programme, and to put that programme on the computer in our present system of issuing drivers' licences, we can't do the two of them together. We have got to implement the classified driver licence programme first, which will be done in 1975, and then we can come along with the probationary licence after that.

Hon. Mr. Rhodes: I think it was the county engineer in your county who made that proposal.

Mr. Gaunt: Eldon Yundt.

Hon. Mr. Rhodes: Yes, that's who it was, I am sure.

Mr. Chairman: Was that the question you were going to ask, Mr. Ruston?

Mr. Ruston: I have been proposing that for some time, a number of years.

Mr. Chairman: That answers your question as well then?

Mr. Ruston: No, I have something else. I was very interested on your highway traffic collisions. When you notice the residents killed per 100,000 population, and then they show up by counties and districts—I suppose this must be right—I was wondering why in Norfolk county there would be 40 or over for every 100,000 population. Yet in many others we classify as heavily populated areas—but of course the population wouldn't have any bearing on it, because it is for every 100,000 population—but it is amazing, 20 or under for 100,000 population in many other areas.

Do you find any pattern in these accident rates? Is there any way of putting accidents on a computer? I read of one of the states in the United States where the police found after four or five years that they could be within two miles of an accident happening by using the computer. They put police into these areas because they knew that was where the majority of accidents happen. I don't know what kind of a system this would mean, but it is rather interesting.

Hon. Mr. Rhodes: I hadn't heard of that.

Mr. Gilbert: Well we certainly use accident statistics.

Mr. Humphries: Police could concentrate their people in accident-prone areas.

Hon. Mr. Rhodes: I do know in the state of Michigan that one thing they do is check their statistics over a period of years. If they determine that a particular area or a stretch of highway is creating a problem for them, they will go in with what they call their selective enforcement, and just enforce the blue blazes out of it.

Mr. Ruston: Police use statistics also in that same state, I think, for break-ins. I think they found they run in a pattern. That was what I was wondering there.

As you say, Mr. Minister, every fatal accident comes to your desk, eventually—and I suppose it is filed and kept track of?

Hon. Mr. Rhodes: Every morning.

Mr. Ruston: We have statistics that show so many accidents involve drinking and driving, but I just think we have to keep following this up so that surely we can find some pattern as to the type of driving and sometimes the conditions of the road, because we know that sometimes has a bearing on it. It just bothers you. For instance, last Friday afternoon on Highway 401 I think I saw six cars that had crossed the road and run into other cars in six different places; and this was when we were going home.

That day all the accidents happened on overpasses. What I noticed is that when you went under an underpass, the underpass was slippery; you would feel your car move as you went under. And the overpass was slippery. But the main road was not. I assume that the warmth in the ground was preventing freezing in the main part of the road. But as soon as you went up on an overpass you didn't have the earth to warm the pavement and this was where all the cars were going off the road.

Now the highway people would have to be out in a hurry and get on these spots and get them sanded; but this was where all these accidents happened that I noticed. I think there were six of them last Friday afternoon, all in the same particular places.

Mr. Gilbert: At this time of the year, this is a real problem with our maintenance crews. As you say, the rest of the road can be perfectly clear and they are having accidents on particular overpasses and underpasses. Certainly, our

crews are well aware of this; and they also answer to the OPP in the early fall.

Hon. Mr. Rhodes: One of the most depressing things you can do is to come back to your office after the weekend and there, first thing in the morning, lying on the desk, is the list of all the accidents and fatalities that have occurred. It is totally depressing when you read these things. Youngsters nine, 12 and 15 years old getting hit running across roads. Young people, 19, 20 and 21, that have been killed in head-on collisions; cars leaving the road. You know, if someone ever gets the magic formula as to how this can be cured—

Mr. Ruston: In Essex county, some of the bad accidents have happened at the intersection of a county road and a provincial highway. The county has put up some flashing caution and a flashing red light. But on some of these roads that have a great deal of traffic, I really think the only way we can check this is to go directly to stop and go lights.

Two different places in the Windsor area previously had an awful lot of accidents. But since traffic lights were put in, I don't know of even a minor accident in the past three years; and they were having a number every year. On these heavily-travelled roads, instead of a straight stop sign, and, I know it costs a little, but I really think it is worthwhile to go right to traffic lights.

Hon. Mr. Rhodes: If it is going to save lives, that dollar value on those lights doesn't mean very much.

Mr. Gilbert: The flashing light, as well as the big stop sign, has been very effective.

Mr. Ruston: Yes. It certainly helps a lot; I agree. But I really think where there is enough traffic to merit it, we should be looking at the traffic lights themselves. I know they are more upkeep, but I think they draw the traffic into line much better.

Mr. Chairman: Is vote 2305 now carried in full?

Vote 2305 agreed to.

Hon. Mr. Rhodes: Mr. Chairman, just before we leave, I would like to file with you—I forget who asked the question about heritage highways?

Mr. Ruston: Mr. Spence.

Hon. Mr. Rhodes: Mr. Spence, right. I would like to table with you for Mr. Spence a copy of a report outlining all of the heritage high-

ways we have in the province—the costs, the routes, the reasons for them.

If I could read this into the record, it concerns a question from Mr. Germa. He asked some time back how much money was expended on telecab experiment in Peterborough. A total of \$9,000 has been spent to date and an additional \$6,000 will be spent by the expiry

date of the project, which is the spring of 1975.

Thank you, Mr. Chairman.

Mr. Chairman: This concludes the estimates of the Ministry of Transportation and Communications.

The committee adjourned at 9:20 o'clock, p.m.

CONTENTS

Monday, November 18, 1974

Safety and regulation programme, concluded	S-2467
Adjournment	S-2482



Ontario

Legislative Assembly

STANDING COMMITTEE ON SUPPLY

DEBATES AND PROCEEDINGS

Index of the

Fourth Session of the Twenty-Ninth Legislature
of the

Province of Ontario

April 11, 1974 — Nov. 18, 1974

INDEX

INDICES

By Subjects	3
By Speakers	33

Speaker: Honourable Allan Edward Reuter
March 5, 1974 to October 21, 1974

Honourable Russell Daniel Rowe
Appointed October 22, 1974

Clerk: Roderick Lewis, Q.C.

THE QUEEN'S PRINTER
TORONTO
1974

By Subjects

Access to roads

Bidell 2329-30; Gilbert 2329-30; Haggerty 2328-30; Rhodes 2328-30.

Accidents, airplane

Bernier 560-1; Haggerty 560-1.

Accidents, industrial

Allan 2086; Bounsall 2076-9, 2083, 2085-6, 2098; Deans 2086; Gisborn 2077-8, 2084; Haggerty 2011; Hushion 2097; R. D. Johnston 2077, 2079, 2084, 2087, 2098; MacBeth 2077-8, 2083, 2087, 2097-9; McNair 2083-7, 2097-8; B. Newman 2087; Reid 2096-8; Stokes 2099.

Accidents, mine

Bernier 966-7; Foulds 974-80; Jewett 967; Martel 965-7.

Accidents, motor vehicle

Gaunt 2477-8; Germa 2268; Gilbert 2481; Lawlor 238; Renwick 418; Rhodes 2268, 2481; Ruston 2480-1; Singer 235.

Accidents, water

Bernier 747-8; Good 747-8; Keenan 748.

Acme Screw and Gear

Bounsall 2156-7; Hess 2156.

Advertising, fraudulent/misleading

Renwick 56.

Advertising, government

Auld 1683; Brunelle 1198, 1268; Campbell 1197; Deacon 1198-9; Germa 2282; Gilbert 2281-2; Laughren 1683; Martel 1196-7; B. Newman 1197, 1268.

Advertising/publicity

Brunelle 1267; Foulds 1267; Gilbert 2443; Kidd 1067; MacDougall 2451-2; B. Newman 1871; W. Newman 1871; Parr 1067-8; Rhodes 2442-3, 2451-2; R. S. Smith 2442-3, 2451; Young 2452.

Administration of justice (*see* Justice, administration of)

Adult education (*see* Education, adult)

Aerosol containers (*see* Containers, aerosol)

Aged, homes for

Brunelle 1358, 1443-4, 1470; Campbell 1370-1, 1443-4, 1588, 1590-1; Crawford 1590-1; Haggerty 1470-1, 1486-7; Martel 1483-6; G. McLellan 1370; R. S. Smith 1358.

Aged/senior citizens

J. G. Anderson 1488; Brunelle 1358, 1486-7; Martel 1483-7; B. Newman 1487-8; R. S. Smith 1357-8.

Agricultural implements (*see* Farm machinery)

Agriculture (*see* Farming)

Air carriers, regional

Bernier 559-60; Davoud 2424-5, 2434-7, 2439-40, 2442, 2445-9; Gaunt 2448-9; Gilbert 2437-8, 2441, 2443, 2445-6; Haggerty 2424; MacDougall 2435, 2440-1; Maeck 2446; Reid 2435-8, 2447-8; Rhodes 2416, 2424-5, 2434-47, 2449; R. S. Smith 2437-47; Stokes 558-9; Young 2433-5.

Air services/aviation

Davoud 2424-5; G. H. Johnston 2417-8; Rhodes 2415-6, 2424-5.

Aircraft

Stokes 378; Timmerman 378.

Aircraft, Ontario government

Bernier 504, 557-63, 581; Ferrier 562-3; Haggerty 560-2; Root 563; Stokes 556-61.

Aircraft, police

Campbell 457; H. H. Graham 455-7; Haggerty 454; Kerr 454-7; B. Newman 455-6.

Aircraft, STOL/VTOL

Gaunt 2448-9; G. H. Johnston 2417-8; Rhodes 2449.

Airports/airstrips

Bernier 467, 494-6, 550, 672; Brunelle 1530-1; Campbell 2414-20; Davoud 2425-6; Gaunt 2448-9; Haggerty 2425; G. H. Johnston 2416-9; Kennedy 2418; Rhodes 2334, 2414-20, 2425, 2448; Ruston 2334; Sargent 672; Spence 2426; Stokes 494-6, 549-50, 1529-31.

Alcohol abuse/addiction

Kinley 2009; MacBeth 2009; Singer 20; Welch 20-1; Young 2008-9.

SUBJECTS—*Continued*

Appeals from statutory tribunals

Drea 45-6; Lawlor 47; Lawrence 42;
Renwick 38-42, 49; Roy 47-8; Singer 44.

Apprentices/apprenticeship

Auld 1652-3, 1655-9; Bullbrook 2006-7;
Campbell 1658-9; Haggerty 2005; L. M.
Johnston 1656-7; Kerridge 1657-9;
MacBeth 2008; B. Newman 1652-3, 1655-7.

Arbitration/boards

Armstrong 2090; Bounsall 1978-80, 2137-8;
Dickie 2137-8; Gisborn 2089-90; Haggerty
2138-9; R. D. Johnston 2090, 2136-8;
MacBeth 1986, 2139; Reid 1974-5, 1986,
2135-7; Rose 2135-8.

Arenas (*see* Stadiums/arenas)

Art galleries

Auld 1702; Campbell 1702; Laughren 1703.

Arts councils

Applebaum 1731, 1733-5; Auld 1732;
Deacon 1730; Foulds 1731-5; McCullough
1730.

Arts/theatre

Applebaum 1731-5.

Asbestos/asbestosis

Biggs 1892; Burr 1890-4, 1897; Caplice
1892-3; Deacon 1892; B. Newman 1891;
W. Newman 1890-4, 1897; Salbach 1891;
Sharpe 1890-1.

Assessment, farm

Gillis 2237-40; Good 2236-40; Meen 2237.

Assessment, land/tax

Bernier 631; Stokes 631.

Assessment, mobile homes

Gillis 2217-9; Good 2216-9; Meen 2217-9.

Assessment/reassessment

Cassidy 2224-6; Gillis 2220-3, 2226, 2234,
2239, 2242; Good 2220-4; Meen 2219-26,
2234, 2240-1; Pukacz 264; Riddell 2241;
R. S. Smith 2233-4, 2240-1; Young 2219-20.

Assessors

Gillis 2236-7, 2242; Good 2236-7, 2241;
Haggerty 2241-2; Meen 2241; Riddell
2235-6.

Assistance Plan, Canada

Haggerty 1327-8; McKnight 1327-8.

Athletics (*see* Sports/athletics)

Athletics commissioner/commission

Martel 1558-60.

Auctions, land

Bernier 537.

Auditor, provincial

Breithaupt 1741-2; Germa 1742-4; F. N.
Scott 1741-4.

Auditor's report, provincial

Bernier 483; Germa 1743; Haggerty 474;
F. N. Scott 1743.

Bail

Ruston 260; Welch 260.

Bankruptcies

Bounsall 1981, 2156, 2164-6; Haggerty
1990; Hushion 2165; MacBeth 1990, 2164-6;
Reid 1976, 1990, 2044-5.

Banks/banking

Lawlor 2256-7; Meen 2256-8.

Basic income unit

Auld 1037-8, 1061-2, 1067, 1121; Bounsall
1121-2; Laughren 1049-50; B. Newman
1041-3, 1067; Parr 1121-2.

Beryllium

Burr 1857; W. Newman 1857.

Betting, offtrack

Drea 30, 33-4; Lawlor 32-3; Singer 31;
Welch 33.

Bicyclists/bicycles

Brunelle 1572; Haggerty 1572.

Bilingual services, government/ courts

Lawlor 138; Welch 138.

Bills, drafting of

Alcombrack 187-90, 192; Campbell 186,
190, 192; Lawlor 183-5, 187-8, 191-2;
Martel 185, 188-90; B. Newman 189;
Ruston 191; Welch 186-7, 191.

BIU (*see* Basic Income Unit)

Bottles (*see* Containers)

Bounties

Bernier 763, 792; Stokes 792; Wiseman
763.

Bridges/overpasses

Adcock 2282-3, 2301-3; Bidell 2327; Drea
2293-4; Germa 2301-3; Gilbert 2328;
Haggerty 2282-3, 2293-4, 2326-8; Rhodes
2293-4, 2327.

Building codes/standards

Haggerty 399-400; Hurst 399-400.

Building demolition

Burr 1897; Cleverdon 2063-4; W. Newman 1897; Reid 2063-4.

Bursaries/scholarships

Apps 1674; Auld 1126-7; Bounsall 1128; Hunter 1284; B. Newman 1126-7, 1284, 1674; Parr 1126.

Bus passenger service

Bidell 2366-7; Germa 2367; Rhodes 2368; Young 2366.

Buses, school

Haggerty 2272; Rhodes 2272, 2462; Ruston 2265, 2462.

Business competition/practices

Lawlor 60-2; Renwick 55-9; Singer 59.

Buy Canadian policy

Bernier 1030; Haggerty 729; Sloan 729; Stokes 1030.

By-elections (*see* Elections/ by-elections)

Bypasses

Bidell 2326, 2423-4; Germa 2420, 2423-4; Gilbert 2325; Ruston 2324.

CAAT governors/boards/councils

Auld 1634-7, 1646, 1653; Campbell 1646; L. M. Johnston 1622; Laughren 1051-2, 1614-6, 1622, 1624, 1631-7; B. Newman 1653; Sisco 1614-6, 1632-3, 1635, 1637, 1649, 1653.

Cabinet/management board

W. A. Anderson 1758-9, 1770-1; Deans 1747-54, 1771; Drea 33-4; Lawlor 23-5, 32; Lawrence 32, 35-6; R. F. Nixon 1755-7; Renwick 20, 26-9, 37-42, 48-50; Roy 34-6; Sargent 1760-1; Singer 3-4, 12-3, 19, 23, 43-5; Welch 12-3, 19-26, 29-31, 34, 36; Winkler 1747, 1754, 1761, 1771.

Campsites/camping

Bernier 615-23; Foulds 618-9; Good 698-9; Haggerty 615-20; Keenan 705-6; Lee 699, 735; McGinn 619; R. S. Smith 622-3; Stokes 619; Wiseman 704-6.

Canada Catering Co.

Germa 2287-9; Gilbert 2287-9; Rhodes 2287-9.

Canals

Bernier 708; Haggerty 707-8; Keenan 707-8.

Cancer/patients

Bernier 799; Ferrier 799; Haggerty 799-800, 837, 942; Jewett 799-800; S. Lewis 809, 929-30, 933-4; Martel 825-6, 832-3.

Cassettes (*see* Tapes/cassettes)

Caterers

Drea 2290-1; Germa 2287-90; Gilbert 2287-90; Haggerty 2291; Rhodes 2287-92; Ruston 2290; Sargent 2291.

Central purchasing services (*see* Purchasing, central)

Centralization (*see* Decentraliza- tion/centralization)

Certificates, mechanical fitness

Aiken 2460-1; Humphries 2461; Young 2460-1.

Chairman's rulings

1427.

Chairman's rulings, re

Campbell 1427-9; Gaunt 1428.

Chemical spillage/leakage

Haggerty 1799; Laughren 1881.

Chemical weapons

Bell 431; Singer 431-2.

Child care/welfare

Apps 1385-7; Brunelle 1352-3, 1379-80, 1383-4, 1453-6, 1458-9, 1477-8; Campbell 139, 141, 146-7, 149, 275, 1144-5, 1350-4, 1370, 1382-5, 1473-6; Gordon 1352, 1354; Laughren 1371-3, 1377-81; S. Lewis 1446-50, 1460-1, 1476-82; MacBeth 149; J. K. Macdonald 1353, 1456-7; Martel 1379-81, 1384-5, 1395-7, 1451-63, 1469; G. McLellan 1352, 1459-60; Pukacz 149-50; Singer 139-40; Welch 145-6, 275.

Children, adolescent

Brunelle 1273; Martel 1272-3.

Children, adopted/foster

Apps 1459, 1461; Brunelle 1273, 1489-90; Campbell 1271, 1460, 1491; Crittenden 1462-3; Haggerty 1489-90; S. Lewis 1460-3; J. K. Macdonald 1491; Martel 1272-3, 1451-63; G. McLellan 1459-60, 1489-90; Rutherford 1492; Stokes 1492.

Children, disturbed/mentally ill

Apps 1445, 1450-1; Brunelle 1449; Campbell 1445-6; Gordon 1446-7, 1449; S. Lewis 1446-50; J. K. Macdonald 1447, 1449; Martel 1451-2.

Children, handicapped

Campbell 86; Welch 86.

Children, illegitimate

J. G. Anderson 1330.

Children, retarded

Brunelle 1359, 1361, 1438, 1591-2, 1594, 1597-9; Campbell 1146, 1589-92; Deacon 1598-9; Duksza 1593, 1597; Gordon 1598; MacCoy 1592-3; B. Newman 1438-9; R. S. Smith 1358-61; Zarfes 1589-90, 1597-8.

Children, underprivileged

J. G. Anderson 1324; Apps 1332; Brunelle 1323-5, 1329, 1331, 1420; Campbell 1331; Martel 1323-6, 1328, 1332, 1419-23.

Children, working

Allan 1994; Deans 1992-3; MacBeth 1984-5, 1993.

Children's aid societies

Apps 1330; Brunelle 1453-6, 1458-9, 1476; Campbell 1282, 1331, 1473-5; Crittenden 1282, 1327; Haggerty 1327; J. K. Macdonald 1456-7; Martel 1451-63, 1469.

Children's boarding/group homes

Apps 1444-5; Brunelle 1352-3; Campbell 1279-80, 1350-4, 1370, 1475; Crawford 1279-80; Gordon 1280, 1352, 1354, 1360; J. K. Macdonald 1353, 1444-5; Martel 1280; G. McLellan 1352, 1444.

Children's camps

Bernier 688-9; Ferrier 688-9.

Children's institutions

Apps 1444-5; Brunelle 1443; Campbell 1442-3; Crittenden 1442; G. McLellan 1444.

Chiropractors/osteopaths

Auld 1670-1; Barrett 1670; Campbell 1670-1.

Citizen groups/participation

Apps 1385-8; Brunelle 1387-8, 1398-9, 1403, 1425-6; Campbell 1197, 1388, 1423-4, 2414-9; Haggerty 1889; G. H. Johnston 2416; G. McLellan 1423-6; B. Newman 1514; W. Newman 1889; Renwick 127; Rhodes 2419.

Civil rights

Campbell 85-7; Lawlor 46-7; Renwick 38-42, 49; Roy 47-8; Singer 43; Welch 50, 85.

Civil servants

Bernier 538; Bounsall 1986; Deans 1990-1; Gisborn 1986; MacBeth 1985-6; Reid 1985-6; Stokes 538.

Civil servants, senior

S. Lewis 828; Renwick 37, 1782; Welch 37.

Civil service

W. A. Anderson 1758-9, 1763; Deans 1747-54, 1758-61; Haggerty 1759, 1763; D. C. MacDonald 1755, 1758, 1760; R. F. Nixon 1755-7; Sargent 1760-1, 1763; J. R. Scott 1759-60; 1763-4; Winkler 1754-63.

Civil Service Commission

W. A. Anderson 1767; Sargent 1767.

Clerk, Legislative

R. Lewis 1779-80; Renwick 1779.

Coal/lignite

Bernier 793; Haggerty 793.

Collective bargaining

W. A. Anderson 1759; Auld 1136-7, 1634-7; Bounsall 1977-82, 1986, 1994, 2105-6, 2113-4, 2121; Campbell 1651; Deacon 1634; Deans 1747-54, 1760, 1991-2; Dickie 2108, 2113-5; Germa 2109; Gisborn 1986; Haggerty 1136, 1636-7, 1763, 2041, 2118, 2141; H. W. Jackson 1136; L. M. Johnston 1634-5; R. D. Johnston 2003; Kinley 1995-6, 2003; Laughren 1136-7, 1631-7; Lawlor 2116-7; MacBeth 1985-6, 1995, 2040-1, 2107, 2111, 2117; B. Newman 1044-5, 1637-8; R. F. Nixon 1755-7; Reid 1986, 1994, 2041, 2111-3, 2115; Root 1995-6; J. R. Scott 1759, 1763-4; Sisco 1632-3, 1635, 1637; Winkler 1757-60.

Colleges (*see* Universities/colleges)

Colleges of applied arts and technology

Apps 1643-6; Auld 1038, 1130-1, 1136, 1606-12, 1616-8, 1621-7, 1638, 1643-4, 1648-9; Campbell 1130-1, 1133, 1606-10, 1627, 1646-51; Deacon 1130; Foulds 1626; H. W. Jackson 1133, 1619, 1650-1; L. M. Johnston 1130-2, 1607, 1609, 1612, 1621-2, 1638, 1644-6, 1650; Laughren 1048-53, 1131-6, 1611-27; Morningstar 1652; B. Newman 1638; Parr 1132, 1625-8; Sisco 1613-6, 1623-5, 1648-9.

Commission, private members' role

Welch 51.

Committee, government productivity

Singer 3-4; Welch 12-3.

Committee, land use/recreational

Bernier 537.

Committee, mining

Bernier 484-5; Ferrier 475, 484.

Committee procedures

Allan 817; Bernier 813-4, 816-7; Brunelle 1467-8; Campbell 1467-8, 1605; Ferrier 813-4; Haggerty 813-6, 818; Laughren 1605; S. Lewis 815-8; Maeck 816; Martel 1467-8.

Committee, resources development

Allan 817, 942-5, 952-4; Bernier 813, 942, 946; Ferrier 813, 944, 946-7; Foulds 951-3; Haggerty 813, 942, 957-8; S. Lewis 815-8, 942-8, 952; D. C. MacDonald 954-5; Maeck 816, 945; Martel 943-4, 946; Reid 943, 950; Rollins 960; Root 943; Yakabuski 949.

Committee, statutory powers rules

Callaghan 77-8, 85; Welch 85-6.

Communications/services

Laughren 2383; Rathbun 2372-6; Rhodes 2372, 2375-6; Stokes 2372-7.

Community centres

Brunelle 1565-6, 1569; Martel 1565-6; Renwick 127-8; Stokes 1564-6.

Community colleges (*see* Colleges of applied arts and technology)

Community development

Campbell 1220; Gordon 1220.

Community services

Apps 1500; Campbell 1502, 1505; Crittenden 1503; Martel 1503; Martyn 1500, 1503-5; Moritsugu 1502.

Compensation, crime victims

Callaghan 274-6; Campbell 275-6; Haggerty 274; Lawlor 272-4; Pukacz 272-3; Welch 272-5.

Compensation, expropriation

Lawlor 268-70; Singer 267-8; Welch 269.

Compensation, farmers

Bernier 761; Irizawa 761; Wiseman 761.

Compensation, vendors (sales tax)

Breithaupt 2198; Haggerty 2197-8; Lawlor 2213-4; Meen 2197-8, 2213-4.

Computers

Bell 434; Callaghan 79; Campbell 441-2; Kerr 441; Lovlin 441-2.

Conciliation/mediation

Bounsall 2104-5, 2113-4; Dickie 2108, 2113-4; Germa 2109; Lawlor 2116-7; MacBeth 2107-8, 2117; Reid 2103-4, 2111-4.

Conservation authorities

Allan 646; Bernier 470, 530, 542-4, 635-7, 640-8, 653-6; Ferrier 639-41; Foulds 646-9, 653-6; Good 583-5, 659-60; Haggerty 635-7, 639, 643-6; Latornell 584, 635-6, 638-40, 644, 647-8, 653-6; Laughren 542-3; Martel 543-4; McIlveen 636-8, 642; Murray 639, 644, 648-9, 659; B. Newman 548; Root 641-3; Spence 638-9; Stokes 656-8; Wiseman 530.

Conservation officers/game wardens

Bernier 752-3, 755, 761, 771-2; Ferrier 751-2; Germa 764-7; Haggerty 753, 771-2; Irizawa 761, 764; Stokes 753-6, 764; Wiseman 753, 761.

Constitution

Lawlor 60-2; Renwick 55-9.

Construction, educational facilities

Auld 1082-3; Haggerty 1082-3.

Construction, highways/roads

Bidell 2334; Cassidy 2393-4, 2410-1; Gaunt 2401; Germa 2333-4; Gilbert 2305-6; Maeck 2312; Melinshyn 2312; Rhodes 2333-4, 2393-4, 2401, 2410; Ruston 2262; Sargent 2304-6.

Consultants/consulting services

Adams 1769; W. A. Anderson 1770-1; Deans 1768-9; Sargent 1768-70; Winkler 1768.

Consumer prices

Brunelle 1265-6; Campbell 1257-8; Heagle 1264; Martel 1264-6; Renwick 56; Smithies 1258.

Consumer protection

Lawlor 9.

Containers, aerosol

Burr 1791-2; Haggerty 1862; W. Newman 1862.

Containers, plastic

Burr 1944-6; W. Newman 1946.

Containers, returnable/ non-returnable

Good 1789; Haggerty 1864, 1953-4; B. Newman 1956-7; W. Newman 1953-7.

Contractors

Bounsall 2106-7; Haggerty 2106.

Contracts, union

Bounsall 1977, 2113-4, 2119, 2124-5; Dickie 2113-5, 2125; Ferrier 2172-3; Hess 2172-3; R. D. Johnston 2003, 2125; Kinley 2003; MacBeth 2001-3, 2124-5; Reid 2001-3.

SUBJECTS—*Continued*

CORDS study

Bernier 669; Keenan 669-70; Stokes 668-70.

Coroners/inquests

Cotnam 407; Kerr 281-2; Roy 289-91;
Shulman 407.

Correctional institutions

Lawlor 11.

CORTS study

Keenan 669.

Cost of living (*see* Consumer prices)

Cottagers/cottages

Allan 679-80; Bernier 608-9, 677-9, 692,
697-9; Burgar 584-5; Eckel 583-5; Ferrier
608-9; Good 539, 582-6, 697-9; Haggerty
692; Lee 699-700; Martel 590; McIlveen
677-80; Rollins 698.

Council, daycare

Brunelle 1433-4; Campbell 1434; Martel
1433-4.

Council, university affairs

Auld 1037-8, 1129-30; Laughren 1129.

Counselling services

Bounsall 2189-90; Eastham 2185, 2189;
E. M. McLellan 2185, 2189-90.

Court costs

Callaghan 120; Lawlor 118; MacBeth 121.

Court records (*see* Police/court records)

Court reporters

Callaghan 242; B. Newman 193-4; Russell
194, 241; Singer 241-2; Welch 194, 241.

Courthouses/court facilities

Campbell 198, 223; Lawlor 223; Martel
197-9; B. Newman 193; Singer 102, 223;
Welch 193, 197-9.

Courts

Lawlor 8-9, 61-2; Welch 61.

Courts, administration of

Callaghan 79-81, 84-5, 89, 240-1; Campbell
84-7, 199-202, 222-3, 236-7, 239; Carruthers
79; Lawlor 80-3, 95-6, 203-8, 214-6, 219-20,
228, 249-250; Singer 101-2, 216-21, 234-6,
241; Welch 82, 108-9, 199-202, 217-8,
220-1, 239-40.

Courts, appeal

Deans 251-4; Welch 254.

Courts, division/small claims

Callaghan 89-90; Lawlor 128-9, 249-50;
Renwick 89-90; Russell 254-5; Ruston
254-5; Welch 254.

Courts, juvenile/family

Callaghan 123; Campbell 173-4, 262-3;
Langdon 174; Lawlor 9, 37; Welch 37,
173.

Courts, provincial/county/district

Callaghan 257-9; Campbell 237; Lawlor
228, 249, 257-9; Singer 235-6.

Courts, supreme/high

Campbell 236-7; Deans 251-4; Lawlor
152, 228; Pukacz 152; Singer 235-6; Welch
239.

Courts, surrogate

Callaghan 250-1; Lawlor 250-1.

Credit companies/bureaus

Roy 289.

Credit unions

MacBeth 2046; Reid 2045.

Crime, organized

Haggerty 2009-10; Kerr 297-8; Lawlor
295; MacBeth 2009-10.

Criminology/centres

C. E. Brannan 355; Kerr 341-2, 355-6;
Lawlor 351, 362-5; Roy 341, 355-6; Singer
341-2.

Crowd control

Kerr 418-9; Renwick 417, 422.

Crown attorneys

Callaghan 227-8, 242; Campbell 171-4;
Kerr 308; Langdon 171-2, 174-8; Lawlor
168-70, 172, 174-8, 227-8; MacBeth 167,
170; Martel 169; Powell 168, 170-1;
Pukacz 166-9, 172; Singer 166-71, 227;
Stokes 308; Welch 168-77, 228.

Crown corporations/agencies

Bernier 862; Ferrier 845, 862; Laughren
887-8.

Crown land

Bernier 530, 532-3, 537-9, 601-2, 606, 610,
615-23, 632-3; Ferrier 621-2; Foulds 601,
618-9; Giles 530-1; Good 539; Haggerty
471, 530-1, 538, 547, 615-20; Laughren 544;
Martel 539; McGinn 619; Root 533; Stokes
531-3, 538, 619, 631.

Cultural affairs

Auld 1039-40.

Dams (*see* Reservoirs, water)

Data processing (*see* Computers)

Daycare/centres

Apps 1385-8, 1407-8, 1414-6, 1420-2;
Bounsall 1384-5; Brunelle 1160-1, 1211,
1357, 1373, 1379-85, 1387-9, 1393-5,
1398-406, 1413-6, 1418-26, 1433-9, 1473,
1477-8; Campbell 1145, 1282, 1380, 1382-5,
1388-95, 1400-1, 1408, 1415-6, 1423-7,
1434-5, 1438; Crawford 1473; Crittenden
1211, 1402, 1404, 1435-6; Foulds 1384,
1387; Gordon 1450; Haggerty 1211, 1381,
1387; Laughren 1371-3, 1377-81, 2022;
S. Lewis 1413-6, 1450, 1476-82; Martel
1379-81, 1384-8, 1391-2, 1395-407, 1413-23,
1433-8; B. Newman 1438-40; E. M.
McLellan 2184; G. McLellan 1414-5,
1422-6, 1434-5; Reid 2184; R. S. Smith
1391, 1394-5; Stevenson 1436-7, 1439;
Stokes 1405, 1472-3; J. A. Taylor 1479.

Deaf/hard of hearing

Bernier 871, 875, 879, 937, 940; Ferrier
871, 879-80; Haggerty 871, 875; S. Lewis
935, 940; Martel 820-1, 825, 850-61,
874-5, 880-1, 940-1.

Deaths (*see* Fatalities/deaths)

Decentralization/centralization, government

Bernier 467, 492-3, 507-8; Biggs 1794;
Brunelle 1170-1, 1176-7, 1186-9, 1217;
Campbell 1175, 1217-8, 1220, 1234;
Crittenden 1188, 1217, 1483; Gaunt 1482;
Good 1794; Gordon 1217-8, 1220, 1234;
Haggerty 1794-5; Martel 1176, 1186-9;
W. Newman 1794-5; Sargent 507-8;
R. S. Smith 1176-7; Stokes 490-3.

Dentists/services

J. G. Anderson 1340-2; Campbell 1340-2;
Parrott 1341-2.

Detectives, private

Campbell 407-8, 413-4; Drea 411-2; Kerr
407-12; Renwick 408-10.

Development Corporation, Northern Ontario

Bernier 1022-3; Foulds 1022-3; Havrot
1023.

Dial-a-bus

Bidell 2366-7; Gilbert 2364, 2367; Givens
2364; Rhodes 2364-7; Ruston 2366; Young
2367.

Dietitians/nutrition

J. G. Anderson 1322; Brunelle 1181,
1243-5, 1252, 1321-2; Campbell 1243-55;
Crittenden 1252; Martel 1181, 1237-40,
1244, 1248-52, 1256, 1321-2; Smithies
1246-55, 1258; Stokes 3109.

Dikes/diking

Keenan 680; Ruston 680-1.

Disabled persons (*see* Handicapped/ disabled persons)

Disclosure, public/financial

Lawlor 73, Welch 73.

Divorces/separations

Callaghan 120, 123; Campbell 123, 149,
237; Lawlor 119, 238; Pukacz 149; Singer
235.

Docks

Bernier 911-2; Haggerty 911-2.

Doctor/dentist shortage

Auld 1115; Stokes 1113-6.

Doctors

Bernier 807; S. Lewis 807; Martel 835.

Dogs, trained

Drea 412-3; Kerr 412-3.

Dominion Wire Co.

Bounsall 2139; Dickie 2140; MacBeth
2139-40.

Dow Chemical Co.

Lawlor 164-5; Pukacz 165-6; Roy 164;
Sargent 163-4; Singer 159-66; Welch
159-64; Wright 160-2.

Draegermeters

Martel 872.

Dredging

Bernier 554-5, 612; Haggerty 554-5;
McGinn 554; B. Newman 612.

Driver examiners/examinations

Rhodes 2457-9; Root 2458; Ruston 2457-60;
Young 2457.

Drivers, motor vehicle

Callaghan 137-8; Lawlor 137-8.

Drivers, young

Aiken 2478; Gaunt 2477-8; Humphries
2480; Rhodes 2478; Root 2479-80; Ruston
2459-60.

Driving instructors/instruction

Aiken 2478; Gaunt 2477-8; Rhodes 2478.

Driving record/demerit system

Gaunt 2480; Humphries 2480; Rhodes
2459.

Drug abuse/addiction

Lawlor 257-8.

SUBJECTS—*Continued*

Drug trafficking

Kerr 284, Roy 292-3.

Drugs, medical

J. G. Anderson 1193, 1195.

Education, adult

Auld 1646-7, 1654, 1724-5; Campbell 1646-8; Deacon 1724; Kerridge 1654; B. Newman 1654; Sisco 1648.

Education, audio-visual

Auld 1101; Laughren 1101.

Education costs/fees

Laughren 1053; B. Newman 1076-7; Parr 1077.

Educational Communications

Authority

Auld 1703-4, 1709-12; Campbell 1703-5; Ide 1704-6, 1709-12; Laughren 1709-12.

Election officers/poll clerks

R. Lewis 1782-3; R. S. Smith 1782-3.

Elections/by-elections

Breithaupt 1777; Deans 1753; Dobson 1777; D. C. MacDonald 1755; Winkler 1754-5.

Electronic bugging

Bell 430; Kerr 283, 299, 333; Renwick 333-4; Roy 287-8, 334; Singer 430, 432.

Emergency/first aid services

Bernier 747-8; Campbell 370; Good 747-8; Haggerty 368-70; Keenan 748; Kerr 369-70; Singer 369; F. L. Wilson 368.

Emergency measures

Haggerty 375, 385-6, 389; Kerr 281, 374-6, 378-9, 383-8; Lawlor 386-7; Shulman 375-6, 378, 383-6; Singer 373-8, 383-4; Stokes 378-9, 514; Timmerman 373-9, 384-9; Young 383-8.

Employment

Heagle 1289, 1310-1; Martel 1310-1.

Employment, northwestern Ontario

Ogilvie 2179; Reid 2179-80.

Employment, retarded

Duksza 1595-7; MacCoy 1595-6; B. Newman 1599-600; Zarfas 1597.

Employment standards/branch

Bounsall 2155-8; Reid 2157.

Employment, summer/student

Apps 1682; Auld 1039, 1679-80, 1684-5; Deacon 1679-81, 1685; B. Newman 1679-85; Tarleton 1679-85.

Employment termination/notice

Bounsall 2180-1; Ogilvie 2176-81; Reid 2176-9.

Employment, welfare recipients

Brunelle 1223-4, 1273-5, 1278; Deans 1220-6; Martel 1199-200, 1237, 1273-4, 1278; B. Newman 1273-4.

Enumerators/enumeration

Cassidy 2226-9; Gillis 2228-9; Haggerty 2228-9; Meen 2227-9.

Environmental hazards/control

Burr 1790-2, 1796-8; Good 1789-90; Haggerty 1795-6; W. Newman 1787-9, 1793-803, 1807, 1810; Paterson 1836; Reid 1802-3; Ruston 1808-10.

Erosion/control

Bernier 547-8; Foulds 655; Giles 547; Haggerty 544, 546-7; Latornell 655.

Estates/wills

Lawlor 151-2; Pukacz 151-2; Singer 150-1.

Estimates

Attorney General 74-90, 95-114, 117-42, 145-79, 183-209, 213-24, 227-45, 249-78; Colleges and Universities 1037-56, 1059-78, 1081-109, 1113-37, 1605-28, 1631-75, 1679-706, 1709-36; Community and Social Services 1142-63, 1167-213, 1217-40, 1243-68, 1271-86, 1289-317, 1321-45, 1349-73, 1377-409, 1413-29, 1433-63, 1467-93, 1497-515, 1519-45, 1549-76, 1579-602; Environment 1787-815, 1819-54, 1857-83, 1887-915, 1919-50, 1953-65; Justice Secretariat 3-16, 19-51, 55-74; Labour 1969-96, 2001-35, 2039-68, 2071-100, 2103-30, 2133-58, 2163-92; Management Board 1747-73; Natural Resources 467-96, 501-34, 537-67, 571-97, 601-12, 615-49, 653-83, 687-713, 717-44, 747-72, 777-809, 813-37, 841-65, 869-901, 905-30, 933-62, 965-81, 985-1010, 1013-1033; Provincial Auditor 1741-4; Revenue 2195-230, 2233-58; Solicitor General 281-309, 313-47, 351-79, 383-404, 407-34, 437-64; Speaker's Office 1777-83; Transportation and Communications 2261-97, 2301-36, 2339-77, 2381-410, 2413-30, 2433-63, 2467-82.

Estimates, re the

Campbell 1141; Martel 1141; G. E. Smith 1141.

Ethnic groups (*see* Minorities/ethnic groups)

ETV (*see* Television, educational)

Expense accounts/travel expenses

Haggerty 317-8; Kerr 317-8.

Exploration/prospecting

Bernier 489, 862; Ferrier 479, 845-6;
Haggerty 472; Laughren 888; Martel 489.

Expressways

Bidell 2404-6; Campbell 2413-4; Cassidy
2403-9; Good 673-4; Gilbert 2404; G. H.
Johnston 2422; Rhodes 2404-8, 2413-4;
Root 2421; Young 2408.

Expropriation

Callaghan 270-2; Haggerty 270-2;
J. Jackson 1961-2; Lawlor 268-70; S. Lewis
1947-9, 1961-5; W. Newman 1949, 1961-2;
Pukacz 266; Singer 266-8; Welch 267-70.

Falconbridge Nickel Co.

Martel 586-7, 589.

Family/property law

Callaghan 89; Campbell 106-8, 110;
Lawlor 6, 96, 100-1, 111; Renwick 89,
99-101; Singer 98-9, 140; Welch 108-10,
146.

Family services (*see* Social/family services)

Family, single parent

Brunelle 1227, 1300-4, 1310; Campbell
1226-7; Crittenden 1227-8; Deans 1222-6,
1228; Martel 1237, 1300-4; B. Newman
1229; Stokes 1309.

Family/welfare benefits

J. G. Anderson 1173-4, 1193-5, 1326, 1330-1,
1338-44; Apps 1257, 1328, 1330, 1332;
Brunelle 1160-3, 1223-4, 1294-5, 1300-6,
1310, 1323-7, 1329-31, 1334, 1342; Campbell
1144, 1295, 1307, 1332-4, 1339-43; Deans
1221-6; Haggerty 1325-31; Heagle 1313;
Laughren 1344; Martel 1148-55, 1162-3,
1256-7, 1294-5, 1300-7, 1312-4, 1322-9, 1332,
1336-9, 1343; R. S. Smith 1169; W. G.
Smith 1294, 1307; Welch 145.

Farm machinery

Gaunt 2401; Rhodes 2401.

Farm woodlots

Bernier 990; Lockwood 990; Spence 990.

Farming, tree

Gillis 2239; Good 2238-9.

Farms/farm lands

Bernier 910; Bounsall 1938; Good 701-2;
Haggerty 909-10; Lee 701-2; S. Lewis
1939, 1947-9; W. Newman 1938-40; Root
702-3; Wiseman 702.

Fatalities/deaths

Bernier 966-7; Jewett 967; Martel 965.

Federal-provincial affairs

Lawlor 60-2; Renwick 55-9; Singer 59-60;
Welch 59.

Feed processors, animal

Macfarlane 1919-20; W. Newman 1919;
Root 1919-21.

Ferries

Adcock 2283; Haggerty 2282.

Fertilizers

Deacon 1922-3, 1926; Haggerty 1865-6;
Macfarlane 1865-6; W. Newman 1865-6,
1925, 1927.

Festivals

Campbell 1507; Haggerty 1504; Martyn
1504-5.

Fines/penalties

Callaghan 137-8; Lawlor 11, 81-2, 137-8;
Martel 1802; Mulvaney 1801-2; Reid 1801.

Fingerprinting

Brunelle 1259-60; H. H. Graham 330;
Kerr 300, 313; Renwick 334; Roy 289,
330, 1259-60.

Fire codes

Hurst 400.

Fire equipment/vehicles

Haggerty 389, 395-6, 400-1; Hurst 393-6,
401; Kerr 390-2, 400-3; Martel 401;
Timmerman 386; Wardle 394, 402; F. L.
Wilson 390; Young 386, 389-95.

Fire marshal

Hurst 392-3; Kerr 282, 391; Singer 403;
Young 389-91.

Fire prevention/protection

Haggerty 396-401; Hurst 394-402; Kerr
400-4; Singer 403-4; Wardle 394-5, 402.

Firearms

Bell 431; Good 318-21; H. H. Graham
328; Haggerty 322-3; Kerr 319-22, 328;
Renwick 321-3; Roy 327-8; Singer 320-3;
431-2.

Firefighters/firefighting

Bernier 549-50, 552-6, 564; Cleaveley 552,
556; Ferrier 555-6, 562; Haggerty 396-8,
400; Hurst 397-8, 401-2; Kerr 397-8, 400;
Reid 553-4; Stokes 549-50, 552-3, 564;
Wardle 401.

Fires, forest (*see* Forest fires)

First aid services (*see* Emergency/ first aid services)

Fish/management

Allan 769; Bernier 469, 757, 767, 784-90;
Ferrier 480-1, 756-8; Haggerty 757-8, 772;
Irizawa 758; Loftus 758-9, 769, 786-90;
Stokes 782-90.

Fishing, commercial

Allan 769; Bernier 767-9, 777-82, 784-7;
Brubacher 767, 779-81; Brunelle 1538;
Germa 767; Haggerty 777, 781; Irizawa
780; Loftus 786-7; B. Newman 779-80;
W. Newman 1823, 1849; Reid 1031-2;
Ronan 1849-50; Singer 161-2; Spence
768-9, 1823; Stokes 781-6, 1538, 1849-50.

Fishing, sport

Allan 769-70; Bernier 752, 757, 759, 762,
772, 777, 779; Ferrier 751-2, 756-9;
Haggerty 772, 777; Herridge 778; Irizawa
763; Loftus 758-9; B. Newman 779;
Stokes 753-5, 783-4, 788; Wiseman 762-3.

Flooding/control

Bernier 469, 483, 542-4, 548, 643-5, 647,
657-8; Foulds 648-9; Good 659; Haggerty
472-3, 643-5, 658; Kerr 386-8; Latornell
644; Laughren 542; Lawlor 386-7; Martel
543-4; Murray 644, 648-9, 659; B.
Newman 547-8; Sargent 490; Stokes 656-8;
Timmerman 387-8; Young 387-8.

FLQ

Kerr 387; Lawlor 387; Timmerman 387.

Food costs

Campbell 1245-56, 1258; Martel 1256-7;
Smithies 1246-56, 1258.

Food prices

Campbell 1255-6; Martel 1255-6, 1264-7;
Smithies 1255-6.

Food processors/products

Bounsall 1934-5; McTavish 1935;
W. Newman 1935.

Ford Motor Co.

McTavish 1834-5; B. Newman 1834-5;
W. Newman 1835.

Forensic centre/personnel

Campbell 372-3; Kerr 281, 371-2; Lawlor
371; Lucas 372-3; Roy 293; Shulman 373;
Singer 370-1; F. L. Wilson 371.

Forest fires

Bernier 468, 549-50, 552, 556, 564;
Cleaveley 552, 556; Ferrier 555-6, 562;
Haggerty 472; Stokes 549-50, 552-3, 564.

Forest industries/products

Bernier 985, 988, 1001-7, 1020-2, 1026-8;
Drysdale 1021; Foulds 1020-3; Haggerty
988-90, 1005; Havrot 988-9, 1007-8;

Herridge 1023-5, 1028; Reid 1026-9;
Stokes 989, 992-1000, 1003, 1007-9, 1021.

Forest rangers, junior

Allan 2175-6; Bernier 519-21, 529;
Ferrier 521, 2176; MacBeth 2175; Martel
520-1; B. Newman 518-21; Ringham 529;
Root 521; J. Scott 2175; Stokes 528-9;
Wiseman 519.

Forest regeneration/reforestation

Bernier 504, 985-6, 990-1, 1000-1, 1019-20;
Foulds 1018-9, 1024-5; Haggerty 506,
985-7, 990-1, 1001, 1004, 1019; Havrot
1017-8; Herridge 987, 1018-9, 1024;
Lockwood 986-7, 1016-7; Sargent 504, 529;
Stokes 992-3, 996, 999, 1009, 1014-9, 1030-1.

Forest resources/management

Bernier 469, 985-8, 1000-7, 1015-6, 1019-21;
Ferrier 481; Foulds 1016, 1019-20;
Haggerty 474-5, 985-8, 1001, 1004-5,
1019-20; Havrot 1007-8, 1017-8; Herridge
1018-9; Lockwood 985-7, 1016-7, 1031;
Reid 1026-8; Rollins 1008; Stokes 992-9,
1005-9, 1013-9, 1030-1.

Foresters/forests division personnel

Bernier 1002, 1015-6; Herridge 507;
Lockwood 985; MacBean 506; Stokes
506-7, 993-6, 1013-5.

Forestry associations

Bernier 512; Haggerty 512.

Foster homes (aged)

Haggerty 1470.

Foster parents/homes

J. G. Anderson 1324, 1326, 1330-1; Apps
1328, 1330; Brunelle 1323-7; Campbell
1331; Haggerty 1324-31; Martel 1323-6;
McKnight 1327-8.

Freon

Burr 1791-2; W. Newman 1793-4.

Freight/trucking rates

Ruston 2264; Sargent 2280-1.

Frontier College

Auld 1084; Deacon 1084-5; Parr 1084-5.

Fuel allowances (*see* Shelter/fuel allowances)

Gambling

Roy 292-3.

Game wardens (*see* Conservation officers/game wardens)

Garbage dumps (*see* Landfill)

Gas, natural

Bernier 911-2; Haggerty 910-4; Jewett 910; McLean 913-4.

Gasoline/motor fuels

Burr 1946; W. Newman 1946.

General Steel Wares

Deans 2092-5; MacBeth 2092-5; McNair 2094-5.

General welfare assistance (*see* Welfare assistance, general)

Geographical names

Bernier 579-81; Stokes 580.

Girls (*see* Women/girls)

GO Transit service

Germa 2428-30; Gilbert 2428; Rhodes 2427-30; Root 2430; Sutherland 2427-9; Young 2427-8.

GO Urban system

Foley 2345-9, 2352-4, 2356-7, 2359-61, 2364; Germa 2270-1, 2347, 2353, 2359-60; Givens 2341-50, 2352-6, 2358, 2361-2, 2364; S. Lewis 2350-2, 2355, 2357-61; Rhodes 2266-7, 2274, 2341, 2343, 2346-8, 2350-2, 2354, 2356-62, 2364; Roy 2347, 2354-6, 2358-60; Ruston 2264-5, 2287.

Government organization/reorganization

Singer 3-4, 12-3; Welch 12-5.

Government spending

Callaghan 75; Kerr 336-44; Lawlor 74, 346; Singer 3-4, 336-45, 367.

Graduates (*see* Students/graduates)

Grants, community projects/centres

Brunelle 1554, 1557, 1561, 1565-8; Campbell 1561-2; Martel 1557; B. Newman 1553-5; Stokes 1563-7.

Grants, cultural

Apps 1730; Auld 1729-31; Campbell 1730; McCullough 1729-30; B. Newman 1729, 1731.

Grants, education/academic

Auld 1037, 1071, 1094-5, 1099-100, 1130; Campbell 1094-5, 1097-8; Deacon 1084-5; Kidd 1071, 1084; Laughren 1098-100; Lawlor 1071; Parr 1084-5; G. E. Smith 1089; B. A. Wilson 1094.

Grants-in-lieu

Apps 1651-2; Auld 1651; Campbell 1651-2; Cassidy 1230.

Grants, library

Apps 1722; Auld 1721-3; Deacon 1723-4; Foulds 1722-3; Laughren 1721.

Grants, research

Bounsall 1106-8; Parr 1106-8.

Grants, social service

Brunelle 1357-61, 1367-8, 1371; Campbell 1285-6; Crittenden 1285; Foulds 1284; Martel 1361; B. Newman 1285; R. S. Smith 1357-61.

Grants, sports

Brunelle 1543, 1552, 1561, 1569; Campbell 1560-2; Haggerty 1569-71; Jessiman 1540-1; Martel 1552; B. Newman 1542-4, 1552; Secord 1541-4, 1571.

Gravel (*see* Sand/gravel)

Guaranteed income (*see* Income, guaranteed)

Guarantees (*see* Warranties/guarantees)

Guardian, official/ad litem

Callaghan 123; Campbell 138-9, 141, 146-7, 149, 275; Eaton 1492; Lawlor 147-8; MacBeth 148-9; Pukacz 123, 146, 148-50; Rutherford 1492; Singer 139-40, 146-7, 149-50; Stokes 1492; Welch 145-7, 149.

Guns (*see* Firearms)

Hall Lamp Co.

Bounsall 2180; Ogilvie 2180.

Handicapped/disabled persons

Bernier 518, 520, 687; Brunelle 1160, 1231-2, 1298-9, 1362-3, 1366-71, 1441; Campbell 1162, 1299, 1369-71; Crichton 1299, 1362-3, 1365; Crittenden 1364-5; Ferrier 687, 1231-2; Gordon 1363; Haggerty 1367; Heagle 1162; Martel 1298-9, 1362-6; G. McLellan 1368-70; B. Newman 518, 520, 1367-9, 1441.

Handicapped, facilities for

Apps 1491-2; Brunelle 1366, 1368-71, 1491; Campbell 1369-71, 1491, 1574-5; Haggerty 1366; Martel 1365-6; B. Newman 1368-9.

Hansard/reporting service

P. Brannan 1777-8; Breithaupt 1777-8; McNie 1779; Wiseman 1778.

Hate propaganda

Brown 2151-4; MacBeth 2151-2; Renwick 2147-53.

Health, industrial

Bernier 797-9, 805-6, 827-30, 832-4, 870-1, 937-40, 949; H. F. Davis 800-2, 832, 941; Deans 2092-5; Ferrier 804-7, 843-4; Foulds 973-80; Haggerty 797, 799-804, 836, 841, 941, 950, 952, 2011-2, 2065-7, 2071-5; Jewett 830-1, 833, 872, 942; R. D. Johnston 2071; Laughren 890-1, 2067-8; S. Lewis 915-30, 933-6, 940-1; MacBeth 2067-8, 2071-3, 2092-6; Martel 819-27, 831-4, 850-61, 879, 882-3; McNair 2072-3, 2091-2, 2096; B. Newman 2091-2, 2095-6; Yakabuski 949-50.

Hearings, expropriation

Callaghan 270-2; Haggerty 270-2; Lawlor 268-70; Pukacz 269; Singer 266-8; Welch 267, 269.

Hearings of necessity

Callaghan 271-2; Haggerty 270-2; Singer 268; Welch 268.

Herbicides (*see* Pesticides/ herbicides)

Heritage foundation

Auld 1699-701; Campbell 1699-701; Deacon 1699-700.

Highway construction (*see* Construction, roads/highways)

Highway interchanges/intersections

Haggerty 2423; G. H. Johnston 2422; Ruston 2421-2.

Highway/road maintenance

Adcock 2294-6, 2314-5, 2382; Drea 2296-7; Ferrier 2294-5; Germa 2296, 2308-9, 2314-5; Gilbert 2294, 2304, 2308-9, 2311-3; Good 2312; Haggerty 2286, 2303-4, 2311-2, 2315-6, 2318-20; Havrot 2309; Rhodes 2286, 2294-7, 2308-9, 2311, 2313, 2316-20; Root 2313-4, 2324; Ruston 2294-5, 2297; Sargent 2283-6, 2317-8; Stokes 565, 2381-2; Ward 2308, 2316.

Highways, heritage

Rhodes 2481-2; Spence 2426.

Highways in the Sky programme

Bernier 494; Stokes 494.

Highways/roads, northern

Bernier 467-8, 494-5, 566, 574-6; Ferrier 481; Germa 2267-8, 2408-9; Laughren 589-90; Martel 589; Rhodes 2265-6, 2272, 2408-9; Ruston 2262; Stokes 494, 564-6, 572-6.

Historical ceremonies/societies

Apps 1728; Apte 1727-8; Auld 1727; Campbell 1727.

Historical sites/buildings

Auld 1695, 1699-701, 1736; Bernier 470, 727, 729, 741, 749-51; Campbell 1700-1; Cassidy 2401-3; Deacon 1695-6, 1736; Ferrier 731; Gilbert 2402-3, 2407; Keenan 742, 748-50; B. Newman 741-2; Reid 748; Rhodes 2402; Rollins 727, 732; Root 730; Sloan 727-32; Stokes 728-9.

Holding tanks (*see* Septic/holding tanks)

Holidays with pay (*see* Vacations/ holidays with pay)

Home social services

Brunelle 1235-6; Campbell 1235-6.

Homes for special care

Brunelle 1584, 1600; MacCoy 1586; B. Newman 1586, 1600; Zarfes 1584-7.

Hospital costs

Farmer 1584-5; B. Newman 1584-6.

Hospital negligence

Singer 147.

Hospital schools, retarded

Crittenden 1599; B. Newman 1599.

Hospitals, psychiatric/mental

Campbell 134; Lawlor 132-3; Welch 133-4.

Hours of work

Bounsall 2157-8, 2168-9; Campbell 1276-7; Haggerty 1985, 2042; Hushion 2168-9; R. D. Johnston 2033, 2157-8; Kinley 2033; Laughren 2019; MacBeth 2166-8; B. Newman 2033-4, 2167-8; Reid 2166-7; J. Scott 2166-7; Young 2033.

Housing

Bernier 509-11; Laughren 508-10; Martel 510-1.

Housing, apartment

Drea 1230-1; Good 2212-3; Meen 2212-3.

Housing, condominium

Campbell 265.

Housing Corporation, Ontario

Callaghan 112; Singer 112-4; Welch 113.

Housing/land prices

Bernier 590; Gillis 2211; Good 2211; Lawlor 2211; Martel 589-90; Meen 2211.

Housing/land speculators

Lawlor 9.

Housing, mobile (*see* Trailers/ mobile homes)

Housing, public

Apps 1229; Brunelle 1229-30; Campbell 1276-8; Deans 1230; Heagle 1277-8; B. Newman 1229-30.

Housing renewal programmes

Martel 510-1.

Housing, rental

Brunelle 1291-2; Campbell 1291-2; Martel 1291.

Housing, rooming

Breithaupt 2212; Meen 2212.

Housing, senior citizen

Brunelle 1443-4; Campbell 1443-4.

Housing, student

Auld 1638-9; B. Newman 1638-9; Parr 1639.

Hovercraft

Bernier 743; Stokes 742-3.

Human rights code/commission

Bounsall 2143-4, 2154; Brown 2142, 2151-4; R. D. Johnston 2142, 2144-5, 2154; MacBeth 2141-3, 2151-2, 2154; B. Newman 2154; Reid 2141-3; Renwick 2147-53.

Hunting/trapping

Bernier 621-2, 752, 755-6, 759-62, 765-6, 770-2, 790; Eckel 603; Ferrier 603, 621-2, 751-2, 756, 759-60; Germa 765-6; Haggerty 756, 766, 771-2; Irizawa 760, 762, 765-6, 770-1; Laughren 756; McIlveen 770-1; Shannon 760, 762; Stokes 753-6, 790-2; Wiseman 761.

Hydro commission

Bernier 483-4; Haggerty 474; S. Lewis 1963-5.

Hydro generating stations

Bernier 696-7; Stokes 696-7.

Hydro power/lines

S. Lewis 1947-9; W. Newman 1949.

Immigrant services

Apps 1500-1; Bratty 1501; Brunelle 1497-9, 1507, 1510; Campbell 1497-502; Martel 1156-7, 1499-502, 1508-10; Martyn 1497-501; Moritsugu 1498-9, 1502.

Income groups, low

Apps 1408, 1416; Brunelle 1263-5, 1306, 1312, 1406, 1413, 1415; Campbell 1308; Heagle 1264, 1311-4; Laughren 2020; Martel 1264-7, 1291, 1306, 1311-4, 1406-7, 1413-4; B. Newman 1306; Roy 1263-4; Ruston 130-1; W. G. Smith 1307.

Income, guaranteed

J. G. Anderson 1334; Breithaupt 2242-3; Brunelle 1160-3, 1179, 1192, 1289-96, 1300, 1311, 1317, 1334-6, 1356; Campbell 1144-5, 1162, 1290-6, 1332-6; Crosbie 2245; Good 2250-1; Haggerty 1178, 2246, 2251-3; Heagle 1277, 1289-90, 1311, 1314-5, 1333; Martel 1149, 1151, 1153-4, 1162, 1291-5, 1299-300, 1311, 1315-7; Meen 2242-6, 2251-3; B. Newman 1293; R. S. Smith 1355, 2243-6; W. G. Smith 1307; Young 2242-3; Yurchuk 2243-6, 2251.

Indian bands/people

Bernier 467-8, 494-5, 533, 564, 723, 750-1, 778, 790; Brubacher 792; Brunelle 1233-4, 1527-8, 1530-7; Campbell 1233-4, 1519-20, 1526-7, 1537, 1539; Crittenden 1521-3; Foulds 723; Gilbertson 1525-6; Haggerty 778, 1536; Kerr 450-1; Martel 1537; Martyn 1519-21, 1526; B. Newman 1526; Reid 750; Root 533; Stokes 450-1, 493-5, 564, 782, 790-3, 1520-5, 1527-38, Welldon 1519.

Indian burial mounds

Bernier 750-1; Haggerty 750; Reid 749-50.

Indian commercial projects

Bernier 790; Brubacher 792; Brunelle 1535-7; Martel 1537; Martyn 1520; Stokes 790-3, 1527-9, 1534-5.

Indian friendship/youth centres

Campbell 1519-20; Martyn 1519-21, 1526.

Indian lands/reservations

Brunelle 1538; Stokes 1538.

Indian police

Kerr 283, 314-5, 450-1; Roy 291; Stokes 450-1.

Indian poverty/welfare

Brunelle 1200; Martel 1199-200.

Indian teachers/students

Brunelle 1531-3; Stokes 1524-5, 1532-3.

Indian women

Crittenden 1183; J. R. Smith 1182-3.

Indian youth/children

Bernier 529; Ringham 529; Stokes 528-9.

Industrial health (*see* Health, industrial)

Industries, foreign/control

Bernier 794-5; Haggerty 793-4.

Industries, primary/resource

Bernier 897-900; Ferrier 845-8; Laughren 887-8, 892-7.

SUBJECTS—*Continued*

Industries, secondary

Laughren 887-8; Martel 1276, 1418.

Industries, shutdown

Bounsall 2139-40; Haggerty 2141; MacBeth 2139-40.

Inflation

MacBeth 2001-3; Reid 2001-3.

Information services, community/public

Brunelle 1161; Campbell 1161; Martel 1155-8.

Information services, government

Bernier 512-3, 516; Bounsall 2190;
C. E. Brannan 336-8; Bratty 1501; Brunelle 1167-8, 1499-501; Campbell 351-2, 1500-1; Ferrier 513; Kerr 336-8, 342-3, 351-2; Martel 514-5, 1155-7, 1501; Martyn 1500, 1504; E. M. McLellan 2190; Mulholland 512-3, 515; B. Newman 516-7; Roy 343; Sargent 512-3; Singer 336-8, 342; J. R. Smith 1167; Stokes 514, 1507-8.

Inquests (*see* Coroners/inquests)

Inspectors/inspection, legal offices

Lawlor 203.

Inspectors/inspection, mining

Bernier 487-8, 796, 804, 827-30, 832-4, 870-2, 883, 906-8, 938-9; H. F. Davis 800-2, 832; Ferrier 477-8, 487, 805, 905-8; Foulds 973-80; Germa 884; Haggerty 796, 799-804, 850, 871, 884-5; Jewett 800, 830-1; Laughren 891-2, 939; S. Lewis 907, 918-29, 934, 940; Martel 819-27, 829-35, 851, 882, 939-40.

Inspectors/inspection, motor vehicles

Aiken 2460-1; Humphries 2461; Young 2460-1.

Inspectors/inspection, safety

Bounsall 2017-8, 2060-2, 2082, 2085-6; Cleverdon 2017-8, 2056-7, 2060-5; Ferrier 2012; Gisborn 2056-9, 2083, 2088; Hushion 2097; R. D. Johnston 2082, 2088; MacBeth 2012, 2059-61; McNair 2083-6, 2088, 2099; Reid 2060-3, 2099; Stokes 2099.

Institute for Studies in Education

Auld 1123; Campbell 1123.

Insurance costs/premiums

Hurst 402; Kerr 403; Singer 104-5; Wardle 402.

Insurance, flood relief

Bernier 547-8; B. Newman 547-8.

Insurance, health, private

Bounsall 2145-6; R. D. Johnston 2145-6.

Insurance, motor vehicle

Lawlor 6-7; Renwick 101; Root 2479-80; Singer 103-5.

Integration, ethnic/cultural

Brunelle 1506, 1510, 1513; Campbell 1505-7; Martel 1508-13; Martyn 1506, 1511; Moritsugu 1506; B. Newman 1513-4.

Interdepartmental co-operation

Brunelle 1234-5, 1278; Campbell 1234-5, 1278-9; Crawford 1279-80; Gordon 1236, 1279.

International Joint Commission

Bounsall 1936-7; Foulds 545; Giles 545; Good 1814; Haggerty 544-6, 1815; B. Newman 1813; W. Newman 1813-4, 1936-7; Sharpe 1813.

International Nickel Co.

Laughren 589-90; Martel 587-9.

Interpreters (*see* Translators/interpreters)

Irrigation

Barr 1927; Deacon 1922-4, 1926-9; W. Newman 1925-6, 1928-9.

Judges

Campbell 131, 199-201, 222; Haggerty 447; Kerr 299-300, 447; Lawlor 204-8, 214-6, 229, 297; Roy 287-8; Singer 216-21, 447; Welch 131, 199-201, 217-8, 220-1.

Judges, provincial/county/district

Callaghan 250-1, 258-9; Lawlor 228, 250-1, 255, 257; Singer 235-6.

Judges, supreme/high court

Lawlor 228; Singer 235-6.

Juries/jury system

Campbell 199, 202; Lawlor 202-3; Ruston 195-6; Singer 235; Welch 202.

Jury fees

Campbell 199; Haggerty 221-2, 302; Havrot 196; Kerr 282, 301-2; Lawlor 195; MacBeth 2171; Martel 194-6; B. Newman 194-5, 2171; Roy 289-90; Russell 194; Sargent 301; Singer 222; Welch 194-6, 199.

Justice, administration of

Callaghan 75-80; Campbell 25-6, 33, 71, 117; Drea 30, 33-4, 45-6; Lawlor 4-12, 23-5, 32, 46-7, 74-5; Lawrence 32, 42; MacBeth 45; Pukacz 76; Renwick 26-9; Roy 34-6, 47-8; Singer 3-4, 12-3, 19-22, 31, 37, 43-5, 59-60; Welch 3, 12-5, 19-26, 29-37, 50-1, 74.

Justice secretariat personnel

Bullbrook 70; Drybrough 63-6, 68; Singer 63-9; Welch 63-9, 71.

Justice of the peace

Campbell 201, 260-2; Lawlor 255-6, 258; Russell 257, 261-2; Welch 256, 261.

Juvenile offenders (*see* Offenders, young)

Krauss-Maffei

Foley 2345-9, 2352-4, 2356-7, 2359-61; Germa 2270-1, 2347, 2353, 2359-60; Givens 2342-50, 2352-6, 2358, 2361-2; S. Lewis 2350-2, 2355, 2357-61; Rhodes 2266-7, 2274, 2341-3, 2396-8, 2350-2, 2354, 2356-62; Roy 2347, 2354-6, 2358-60; Ruston 2264-5, 2287; Young 2350.

Labour-management relations

Bounsall 1976-84, 1994; Deans 1990-3; Germa 2108-9, 2111; Laughren 2021; Lawlor 2116-7; MacBeth 1970-1, 1984-7, 1995, 2110-1; Reid 1972-6, 1986-7, 1994, 2001.

Labour Relations Board

Armstrong 2125-9, 2133-5; Bounsall 2105-7, 2118-20, 2129, 2133; Deans 1764; Germa 2128; Haggerty 1764; R. D. Johnston 2134; Reid 2128, 2133-4; J. R. Scott 1764; Winkler 1764.

Labour safety council

Bounsall 2052-3; Gisborn 2050-2, 2084; R. D. Johnston 2051-3, 2084; MacBeth 2052; Martel 2051.

Land acquisition, escarpment

Bernier 629-30, 670-1, 674-5; Eckel 629; Haggerty 629-30; Sargent 670-1, 674.

Land acquisition, highway

Bidell 2423-4; Germa 2326, 2420; Rhodes 2420.

Land acquisition, housing

S. Lewis 1939; W. Newman 1939-40.

Land acquisition, natural resources

Bernier 624-6, 630-1, 688-70, 674-5, 704; Ferrier 626; Haggerty 666-8; Keenan 667; Sargent 670-2, 674; R. S. Smith 624-6, 630-1; Spence 704; Stokes 624-6.

Land development

Bernier 736-40; Haggerty 590; Keenan 737, 739, 741; Lee 739-40; Martel 586-91; B. Newman 736-41.

Land ownership/leasing, foreign

Bernier 482; Haggerty 471-2; Martel 594-5.

Land patents

Haggerty 591; Martel 586-92, 597; McGinn 588; Stokes 629.

Land prices (*see* Housing/land prices)

Land, recreational

Bernier 596-7, 624; Martel 594-7; Stokes 624.

Land subdivision

Bernier 608-9, 632-5; Bugar 584-5; Eckel 583-5, 633, 635; Ferrier 608-9; Good 582-6; Latonnell 584; R. S. Smith 634; Stokes 609, 631-3.

Land surveyors (*see* Surveyors/surveys, land)

Land-use permits

Bernier 622-3; R. S. Smith 622-3.

Land use/planning

Bernier 532-4, 537, 601-2; Eckel 603; Ferrier 533-4; Foulds 601-5; McGinn 602; Stokes 531-3.

Landfill

Bernier 616-8, 702; Deacon 1923, 1931-2; Good 700, 702, 1789, 1902; Keenan 700; Lee 702; W. Newman 1901, 1922, 1925, 1931-2; Root 702, 1922; Spence 1901-2.

Languages/instruction

Martel 1509-13; Martyn 1512; B. Newman 1513-4.

Law enforcement

Campbell 304-5; Kerr 281-4, 297-303; Lawlor 293-7, 305-6, 362-6; Renwick 416-22; Roy 284-93, 306.

Law foundation

Lawlor 118, 124, 135; Pukacz 135.

Law reform/commission

Callaghan 88; Campbell 106-8; Lawlor 8-10, 95-7, 111; MacBeth 105-6; Renwick 88, 99-100; Singer 97-9, 101-3; Welch 99, 108-10.

Law society

Lawlor 132, 135; Welch 133-4.

Lawyers

Armstrong 2129-30; MacBeth 2130; Pukacz 165-6; Reid 2128-30; Singer 165-6; Welch 166.

Lawyers' fees/salaries

Callaghan 135-6; Lawlor 135-6; Pukacz 166; Ruston 130-1; Singer 166; Welch 131.

SUBJECTS—*Continued*

Lawyers, Ontario government

Callaghan 88; Ferrier 2023; Good 1801; Haggerty 1799; Hess 2023; J. Jackson 1961-2; R. D. Johnston 2022; Mulvaney 1801; W. Newman 1799, 1961; Pukacz 172; Renwick 87-8; Singer 166; Webster 2022.

Layoffs (*see* Unemployment/layoffs)

Leasing/leases

Bernier 505-6, 549, 587-91, 607-9, 677-9; Callaghan 111; Ferrier 607-8; Good 678; Haggerty 591; Lawlor 96, 111; Martel 586-91; McGinn 588; McIlveen 677-80; B. Newman 504-6, 548-9.

Leasing, vehicles

Humphries 2462; Shoniker 2463; Young 2462-3.

Legal aid/clinics

Brunelle 1263-4; Callaghan 120-3, 132, 134-5; Campbell 122-4, 126, 134; Crittenden 1262; Heagle 1263; Kerr 325-6; Lawlor 117-9, 121-2, 124-6, 128-30, 132-6; MacBeth 121-2, 130; Martel 1263; Pukacz 122-3, 129, 132, 135; Renwick 126-8; Roy 324-6, 1262-4; Ruston 130-1; Welch 119-20, 123-4, 129-34.

Legislative procedures

J. Jackson 1961-2; S. Lewis 1961-5; W. Newman 1961-2.

Librarians

Auld 1072, 1606-7, 1625-6; Campbell 1072, 1606-7; L. M. Johnston 1625; Laughren 1625-6; Parr 1625.

Libraries

Apps 1722; Auld 1063, 1691, 1721-3; Campbell 1694; Deacon 1723-4; Foulds 1722-3; Laughren 1059-61; 1063, 1689-93, 1721; Parr 1691; Roedde 1692, 1723.

Licences, drivers

Rhodes 2458-9; Root 2458; Ruston 2459-60.

Licences, gun

Kerr 320-2; Renwick 322.

Licences, hunting/fishing

Bernier 759, 761, 767-8; Brubacher 767; Ferrier 759-60; Germa 765-7; MacBean 759; McIlveen 770; Shannon 760; Wiseman 762-3.

Licences, PCV

Gaunt 2475; Humphries 2471-5; Rhodes 2471-2, 2475; Ruston 2471-2; Shoniker 2472; Worton 2473-4.

Licences, trades, provincial

Auld 1640-1; Haggerty 1640-1; L. M. Johnston 1642.

Liens

Lawlor 96, 111, 119.

Lignite (*see* Coal/lignite)

Littering/cleanup

Bernier 760; Ferrier 760; Haggerty 1953; Martel 515; Mulholland 517.

Loans, fishermen

Brubacher 769; Spence 768.

Loans/grants, Indian groups

Brunelle 1527, 1530-3, 1536-7; Campbell 1519-20, 1526-7; Crittenden 1521-3; Gilbertson 1525; Martyn 1519-21; Stokes 1520-5, 1528-33.

Loans/grants, students

Auld 1038, 1661-3, 1668, 1670-3; Barrett 1662-4, 1670; Bonner 1666-8, 1670-1; Campbell 1669-71; Foulds 1661-3, 1667-8, 1674-5; Kidd 1663; Laughren 1663-9; B. Newman 1663-4, 1672-3; Parr 1662, 1668.

Lockouts (*see* Strikes/lockouts)

Logging/lumbering

Bernier 689-90; Ferrier 689-90; Reid 496.

Lottery system, Crown land

Bernier 537-8; Stokes 538.

Low income groups (*see* Income groups, low)

Management board (*see* Cabinet/management board)

Manpower services, provincial

Bullbrook 2006-7; Gisborn 2004, 2007-8; Haggerty 2005; R. D. Johnston 2004, 2006-7; Kerridge 1647; Kinley 2005; MacBeth 2003-5; Reid 2003.

Manufacturers/manufacturing

Barr 1832; B. Newman 1831-2; W. Newman 1831-2.

Maps, topographical

Eckel 581; B. Newman 581.

Marinas

Bernier 696; Bugar 585; Good 584-5, 699; Keenan 741; Lee 699; B. Newman 741.

McMichael collection

Auld 1713; Deacon 1713.

Mediation (*see* Conciliation/
mediation)

Members'/ministers' facilities

Martel 190; Welch 191.

Mental health/illness

Campbell 134; Lawlor 132-3; Welch 133.

Mental hospitals (*see* Hospitals,
psychiatric/mental)

Metric system

Germa 2369; Gilbert 2369; Haggerty
2041-2; MacBeth 2041-2.

Metro Centre plan

Cassidy 2383-6; Rhodes 2384-7.

Middle-age groups

Brunelle 1162, 1314; Heagle 1314-5; Martel
1149, 1314-6.

Mine rescue/competition

Haggerty 1031; Herridge 1031.

Mine safety (*see* Safety, mine)

Minerals/ores

Bernier 794-6, 897-900; Ferrier 794-5,
847-8; Haggerty 794-6; Jewett 795;
Laughren 886-9, 892.

Mines/mining

Bernier 470, 484-9, 587-92, 796-9, 804-7,
827-30, 832-4, 843-4, 861-5, 870-5, 897,
906-8, 936-40, 949, 966-7, 970, 980;
H. F. Davis 800-3, 832, 941; Ferrier 475-80,
485-8, 804-7, 843-8, 862-3, 905-8; Foulds
968, 973-80; Haggerty 473-4, 796, 799-804,
871-2, 884-5, 941, 950, 952; Jewett 830-1,
833, 864, 872, 941, 967-9; Laughren 798,
803, 806, 889-92, 939; S. Lewis 807-9, 828,
915-30, 933-6, 939-41; D. C. MacDonald
954; Martel 486-7, 586-92, 799, 807, 809,
819-27, 831-5, 842, 849-61, 863-5, 873-5, 882,
939-40, 965-70, 1825-6, 1878-90; McGinn
588; W. Newman 1879; Ogilvie 2178-9;
Reid 943, 2178-9; Sargent 489-90, 496;
Yakabuski 949-50.

Minimum wage (*see* Wage,
minimum)

Mining claims/rights

Bernier 609-10; Ferrier 609; Foulds 603-6;
McGinn 609; Stokes 629.

Mining inspectors (*see* Inspectors/
inspection, mining)

Mini-Skools Ltd.

Brunelle 1426, 1434; Campbell 1426-7,
1434-5; Crittenden 1435; S. Lewis 1480;
Martel 1435; G. McLellan 1434-5.

Minorities/ethnic groups

Breithaupt 2242-3; Brunelle 1502-6, 1510,
1513; Callaghan 75-6; Campbell 1502-8;
Crittenden 1503; Crosbie 2243; Kerr 301,
342; Martel 1508-14; Martyn 1504-5, 1511;
Meen 2242-3; Moritsugu 1502; B. Newman
1513-4; Roy 291; Young 2242; Yurchuk
2243.

Mobile homes (*see* Trailers/mobile
homes)

Mortgages/companies

Breithaupt 2204-5; Lawlor 2205; Meen
2204-5; Stoodley 2205.

Mother's allowance

Apps 1420-2; Brunelle 1420-1; Martel
1419-23; G. McLellan 1422-3.

Mothers, unmarried

J. G. Anderson 1344; Brunelle 1304, 1309;
Campbell 1308; Laughren 1344-5; Martel
1304-5.

Mothers, working

Brunelle 1300-5; Campbell 1305, 1307-8;
Martel 1300-7, 1311-3; W. G. Smith 1307.

Motor fuels (*see* Gasoline/motor
fuels)

Motor vehicle exhaust emissions

Burr 1828, 1894-6, 1944; Deacon 1894;
Drowley 1829; Good 1913; Haggerty 1829,
1895; Jefferies 1847-8; B. Newman
1829-30; W. Newman 1828-30, 1847-8,
1894-6, 1944; Rollins 1846-9, 1895; Shenfeld
1913.

Motor vehicles, all-terrain

Bernier 743; Stokes 742-3.

Municipal Board, Ontario

Campbell 277-8; Haggerty 276-7; Lawlor
276-8; MacBeth 276; Welch 276, 278.

Municipal planning/studies

Bernier 632-5; Eckel 633, 635; R. S. Smith
634-5; Stokes 632-3.

Municipalities, unorganized

Bernier 509-11, 582, 632-5; Eckel 633, 635;
Laughren 509-10; Martel 510-1;
W. Newman 1868-9; Stokes 632-3, 1507-8,
1868-70.

Museums

Apps 1725-6; Auld 1701-2, 1725-7;
Campbell 1701-2; Deacon 1702; B. Newman
1726-7; Parr 1726; Stokes 1725-7.

SUBJECTS—*Continued*

National Heritage Ltd.

Bernier 711, 718-26; Foulds 718-20, 724;
Keenan 711, 726; Reid 721-2, 725-6;
Richardson 725-6.

Natural gas (*see* Gas, natural)

Natural resources/management

Bernier 467-71, 481-9, 492-6, 501-12, 537,
897-900; Ferrier 475-81; Haggerty 471-5,
503, 793; Herridge 507; Laughren 508-10,
886-8; MacBean 502, 511; B. Newman
504-6; Sargent 501-2, 507, 529; Stokes
490-3; Wiseman 502, 511.

Natural resources personnel

Bernier 467, 492-3, 503-4, 507-8, 511-2,
517-8; Haggerty 503; Laughren 508-10;
MacBean 493; Martel 518; Sargent 511-2,
517, 519; Stokes 490-3; Wiseman 493.

Neilsen/Wentzell/Smith case

Powell 157-9; Roy 156-9; Welch 153-9.

Noise levels/control

Bernier 863-5, 870-6, 879-80, 940; Bidell
2409; Burr 1897-901; Cassidy 2409;
Deacon 1899-900; Good 1789-90, 1898,
1902-4; Haggerty 870-1, 1862-4, 1899, 1901,
1903; Jewett 874; Martel 850-61, 863-5,
869, 873-5, 879-80, 1878-90; W. Newman
1793, 1862-4, 1880, 1898-904; Rhodes 2409;
Root 879.

NorOntario

Davoud 2434-7, 2439-40, 2445-9; Gilbert
2441, 2443, 2445-6; MacDougall 2435,
2440-1; Reid 2435-8, 2447-8; Rhodes 2434-7,
2440-7, 2449; R. S. Smith 2439-47; Young
2433-5.

Northern affairs officers/offices

Bernier 522, 524-7; Ferrier 524-7;
Gilbertson 526; Haggerty 523-4; Laughren
526; Martel 524-6; R. V. Scott 522-4;
Stokes 521-3.

Northern Ontario affairs

Auld 1100-1; Laughren 1100-1.

Nuclear radiation (*see* Radiation, nuclear)

Nursing assistants

Campbell 1659-61; Pulsford 1659-60.

Nursing care/service

Brunelle 1282; Campbell 1282; Crittenden
1282.

Nutrition (*see* Dietitians/nutrition)

Offenders, young

H. H. Graham 329-30; Haggerty 274;
Kerr 329; Roy 329-30; Welch 275.

Official guardian (*see* Guardian, official)

Offshore rights

Bernier 910-1; Haggerty 910; Jewett 910.

Oil production

Bernier 910; Haggerty 910, 913; McLean
913.

Oil spillage/leakage

Gilbert 2476; Gisborn 2476.

Old Fort William

Bernier 470, 708-11, 713, 717-26; Bowes
712-3; Foulds 708-13, 717-25; Keenan
709-12, 726; Martel 719-20; Reid 719-23,
725-6; Richardson 711, 725-6.

Ombudsman

Drea 45-6; Lawlor 11, 46-7; Lawrence 42;
MacBeth 45; Renwick 38-42, 48, 50; Singer
42-4; Welch 39, 50.

Ontario Northland Railway/ Commission

Gilbert 2454; MacDougall 2452, 2454-5;
Rhodes 2451-6; Root 2452; Ruston 2453-5;
R. S. Smith 2451-6.

Ores (*see* Minerals/ores)

Osteopaths (*see* Chiropractors/ osteopaths)

Outreach Ontario programme

Auld 1701-2, 1736; Campbell 1701-3;
Deacon 1735-6; Laughren 1703;
McCullough 1703, 1736.

Overpasses (*see* Bridges/ overpasses)

Paper (*see* Pulp/paper)

Parking facilities/tickets

Drea 413; Kerr 413; Rhodes 2408; Young
2408.

Parks commissions

Bernier 662-4, 727-30; Ferrier 731; Germa
729-30; Haggerty 727-9, 732; Maec 731-2;
B. Newman 662-4; Rollins 727, 730, 732;
Root 730; Sloan 727-32; Stokes 728-9;
Wiseman 732.

Parks, federal-provincial

Martel 1199-200.

Parks, municipal/regional

Keenan 680; Ruston 680-1.

Parks, national

Bernier 676; Stokes 676.

Parks, private

Germa 744.

Parks, provincial

Bernier 469-70, 485, 624-7, 629, 677-9, 682, 687-702, 706-7, 747-8; Ferrier 475, 485, 626, 682, 687-90, 693; Germa 744; Good 673-4, 697-701, 747-8; Haggerty 626, 630, 666-8, 690-4, 706-7, 1032; Keenan 667, 700, 704-6, 748; Lee 699-702; McIlveen 677-80; Rollins 698; Root 702-3; R. S. Smith 625, 629; Spence 693-4; Stokes 625-7, 694-5; Wiseman 702, 704-6.

Parks, roadside

Ferrier 688.

Parks, trailer

Bernier 706; Good 1853; Haggerty 706-7; W. Newman 1852-3; Sharpe 1853; Stokes 1851-3; Wiseman 706.

Parks, underwater/marine

Bernier 673; Good 673.

Patronage

Brunelle 1567-8; Hamilton 1568; Stokes 1567-8.

Peat

Bernier 909; Haggerty 909; Jewett 909.

Penalties (*see* Fines/penalties)

Pensioners

R. D. Johnston 2034-5; Lawlor 172; B. Newman 2034-5; Pukacz 171; Singer 171; Welch 171.

Pensions/pension plans

Auld 1073; Brunelle 1315; Campbell 1073; Deans 1762; Haggerty 875, 2039, 2046, 2075, 2146-7; L. M. Johnston 1073; R. D. Johnston 2040; Kinley 2039-40, 2045, 2047; MacBeth 2039-41, 2045-7, 2075, 2146-7; Martel 835, 1315, 2046; Reid 2040-1, 2044-5.

Perjury

Deans 252-4.

Pest control/services

Eadie 2315; Germa 2315; Gilbert 2315.

Pesticides/herbicides

W. Newman 1797; Spence 1796-7.

Physical fitness

Brunelle 1572; Haggerty 1571-3; B. Newman 1542, 1553-4, 1573; Secord 1543.

Pickers/picketing

Campbell 304, 415; Kerr 307, 415.

Pinball machines

Kerr 286, 298; Roy 285-7.

Pipelines, oil/gas

Bernier 482-3; Haggerty 472.

Pits/quarries

Bernier 470, 481-2, 610-1, 628-9, 908-9, 912-3, 971-3; Ferrier 610-1; Foulds 611, Haggerty 471, 482, 908-9, 912-3, 972-3; Martel 971; W. Newman 1901-2; Root 611-2; R. S. Smith 628-9; Spence 971-3, 1901-2; Stokes 627-8.

Planning, economic

Martel 1880-1; W. Newman 1881; Sharpe 1881.

Planning, environmental

W. Newman 1807.

Planning, Programming, Budgeting system

Carman 1772; D. C. MacDonald 1771-2; Winkler 1772.

Planning, recreational

Bernier 737-40; Keenan 737, 739, 741; Lee 739-40; B. Newman 737-41.

Plaques

Apted 1728-9; Auld 1728-9; Campbell 1728-9.

Plastic products disposal

Burr 1944-6; W. Newman 1946.

Plea bargaining/discussions

Langdon 175, 178; Lawlor 174-5, 178; Welch 178.

Police

Bell 437-8; T. J. Graham 437; Kerr 418-22, 424; Lawlor 10-1, 362-6; Renwick 416-22; Singer 12, 437-8; Welch 12.

Police arbitration commission

Haggerty 451; Kerr 451.

Police auxiliary

H. H. Graham 453; Haggerty 452; Kerr 452.

Police, bilingual

Campbell 358; Kerr 301; Roy 291.

Police brutality/harassment

Bell 425-6; Campbell 442-4; Kerr 424-7, 442-4; Singer 422-7, 444-5.

Police cars

Campbell 460-1; H. H. Graham 457-8, 460; Haggerty 457-61; Havrot 461; Kerr 457-61; B. Newman 458-60.

Police college

Bell 438; Kerr 283; Singer 438.

Police commissions

Bell 429-32, 448; C. E. Brannan 305; Campbell 305; T. J. Graham 431; Haggerty 299; Kerr 282-3, 299-300, 306-7, 431-2, 446-9; Lawlor 10-1, 294, 297, 305-6, 313; Renwick 446; Roy 287-8, 306-7; Singer 367, 422-7, 429-31, 433, 446-9.

Police communications/facilities

Bell 438-9; Kerr 282-3; Lovlin 439-40; Singer 439-40.

Police complaint bureau

Kerr 283, 423-7; Roy 289-90, 328-9; Singer 422-7.

Police/court records

H. H. Graham 329-30; Haggerty 453; Kerr 300, 313, 329, 453; Renwick 334; Roy 288, 329-30.

Police information/centres

Bell 429-30, 432-3; T. J. Graham 432-3; Kerr 283, 432; Singer 432-3.

Police interrogation

Kerr 325-7; Lawlor 327; Renwick 326-7; Roy 324-6.

Police, municipal/regional

Bell 332, 433-4; Campbell 307, 357-62, 428; Haggerty 315, 359, 368; Kerr 282-3, 305-8, 325-6, 332, 359-61, 418-9, 426, 431; J. Lane 368; Lawlor 305-6, 313, 315, 327; Renwick 326, 331-4, 417-8, 420, 422; Roy 306, 324-6, 328-9; Singer 333-4, 366-7, 423-7, 430-2; Stokes 308.

Police, provincial

Bell 430, 433; Campbell 456; H. H. Graham 429, 456; Haggerty 315-7; Kerr 281-4, 302, 314-7; Lawlor 313; Lovlin 439-40; Roy 291-2, 325; Singer 430, 439-40; Stokes 308.

Police, Royal Canadian Mounted

H. H. Graham 328; Kerr 328; Renwick 334; Roy 328.

Police training/qualifications

H. H. Graham 463; Kerr 463; B. Newman 463.

Police, university

Bell 332; Kerr 332; MacBeth 332-3; Renwick 331-3; Singer 332-3.

Police weapons

Bell 332; H. H. Graham 462-3; Haggerty 332; Kerr 332, 462; MacBeth 332; B. Newman 462.

Policing costs

Haggerty 315-7; Kerr 302-3, 314-7; Lawlor 295-6, 313-5; Roy 292.

Political parties/party system

Breithaupt 1781; R. Lewis 1780; Renwick 1780-1.

Poll clerks (*see* Election officers/poll clerks)

Polling stations

Cassidy 2229; Gillis 2229.

Pollution abatement equipment

B. Newman 1872-3; W. Newman 1872-3.

Pollution, air

Barr 1813; Biggs 1800; Bounsall 1934-8; Burr 1937; Good 1800, 1913; Haggerty 1800; Jefferies 1847-8; Martel 1825-6, 1836-46, 1873-5; McTavish 1834-5, 1935; Moore 1843-4, 1846; B. Newman 1813-4, 1834-6; W. Newman 1813, 1825-6, 1835-48, 1873-4, 1935-7; Rollins 1846-9; Sharpe 1937-8; Shenfeld 1837-40, 1913.

Pollution, Great Lakes system

Good 1814; Haggerty 546, 1815, 1933-4; Mills 1934; B. Newman 1813-4; W. Newman 1788, 1813-5, 1933-7.

Pollution index/monitoring

Good 1913; Martel 1836-46, 1873-5; Moore 1843-4, 1846; W. Newman 1836-45, 1873-6; Shenfeld 1837-40, 1913.

Pollution, metal/chemical

Bernier 777-82, 784; Biggs 1820; Brubacher 779-81; Burr 1796-8, 1820, 1822-3, 1857, 1895-6; Good 1801; Haggerty 777-8, 780-1, 1798-9, 1821-2; Herridge 778; Irizawa 780; B. Newman 779-81, 1820-1, 1896; W. Newman 1796, 1799, 1820-3, 1849, 1857, 1895-6; Ronan 1822-3, 1849-50; Sharpe 1821; Shenfeld 1895-6; Stokes 781-4, 1849-50.

Pollution, noise (*see* Noise levels/control)

Pollution, thermal

B. Newman 1888; W. Newman 1888.

Pollution, water

Allan 769; Bernier 735; Biggs 1892; Brubacher 769; Burr 1820, 1822-3, 1890-2, 1947; Caplice 1892-3; Haggerty 1819-22; Laughren 1881; Loftus 769; Martel 1845-6; Mills 1845-6; B. Newman 1820, 1891; W. Newman 1819-22, 1845, 1849-50, 1890-1, 1947; Ronan 1822-3, 1849-50; Salbach 1891; Sharpe 1890; Spence 768-9; Stokes 735; Young 1819-21.

Post-audit system

Breithaupt 1741; F. N. Scott 1741.

Powers of attorney

Lawlor 96; Welch 108.

Property law (*see* Family/property law)

Prospecting (*see* Exploration/prospecting)

Provincial auditor (*see* Auditor, provincial)

Provincial savings office

Breithaupt 2253-6; Lawlor 2256-7; Meen 2253-6; Young 2254-6.

Public Administration Institute

Adams 1768; Deans 1768.

Public trustee

Lawlor 151-2; Pukacz 151-2; Singer 140-1, 150-1.

Publications, government

Bernier 516; Breithaupt 2242-3; Brunelle 1167; Callaghan 75-6; Deacon 75-6; Drea 76; Haggerty 2054-5; Hushion 2054-5; Jacobsen 1268; R. D. Johnston 2054; Lawlor 75-6; MacBeth 75, 2055; Martel 514-5; Meen 2242-3; Mulholland 515, 517; B. Newman 516, 1267; Root 517; Welch 76; Young 2242-3.

Publicity (*see* Advertising/publicity)

Publishers, Canadian

Auld 1685-6, 1694-6; Campbell 1693-4, 1696; Deacon 1685-8; Mecredy 1686-8.

Pulp/paper

Bernier 496, 575, 577, 596-7, 1019, 1024, 1026-30; Deacon 1914-5; Foulds 1023-4; Haggerty 1019, 1851; Herridge 1028; Lockwood 1024; W. Newman 1850-1, 1915; Pitura 1914-5; Reid 496, 1026-30; Root 1914; Stokes 572, 1030, 1850-1.

Purchasing, central

Adams 1765; W. A. Anderson 1765-6; Bernier 516; D. C. MacDonald 1765-6; Sargent 515-6, 1765-6; Winkler 1765-6.

Purchasing, government

Adams 1765; W. A. Anderson 1765-6; D. C. MacDonald 1765-6; Sargent 1764-5; Winkler 1764-6.

Quarries (*see* Pits/quarries)

Quorum

Lawlor 140-1; Singer 141.

Radiation, nuclear

Biggs 1887; Burr 1790-1; Caplice 1888; Haggerty 872, 1887-8; Jewett 872; S. Lewis 916-7, 921-2; B. Newman 1887; W. Newman 1793-4, 1887-8.

Radio, Ryerson

Auld 1714-5, 1718-21; Campbell 1714-6; W. Lane 1715-20; B. Newman 1720; Parr 1716; Scrivener 1716-20.

Rail passenger service

Germa 2277; Laughren 2277-8; MacDougall 2456-7; Rhodes 2277-8, 2428, 2456-7; R. S. Smith 2456-7; Young 2428.

Railways

Bernier 704, 710; Campbell 2400; Foulds 710; Germa 2275-8; Haggerty 1829; Laughren 2276-8; Martel 2395-6; B. Newman 1829-30; W. Newman 1829-30; Rhodes 2276-8, 2395-6, 2400; Spence 704.

Reassessment (*see* Assessment/reassessment)

Recidivists/recidivism

MacBeth 121-2.

Records, adopted children

Brunelle 1453; Campbell 1474; Crittenden 1462-3; S. Lewis 1462-3; Martel 1453-4, 1462-3.

Recreation/facilities

Bernier 669-73, 696; Brunelle 1233, 1552, 1565-6, 1574; Campbell 1233, 1574-5; Keenan 669-70; B. Newman 1552; Sargent 672-3; Stokes 668-70, 694-5, 1564-7.

Recreational directors

Brunelle 1551, 1567; B. Newman 1551-2; Secord 1551-2; Stokes 1563-4, 1566.

Recycling, waste (*see* Waste recycling)

Refineries, metal (*see* Smelters/refineries)

Reforestation (*see* Forest regeneration/reforestation)

Rehabilitation

Brunelle 1218-9, 1297-8, 1440-1; Campbell 1218-9, 1296-7, 1299; Crichton 1296-7, 1299; Crittenden 1218; Gordon 1218-9; Martel 1298; B. Newman 1297-8, 1440-1.

Rent/control

J. G. Anderson 1334; Brunelle 1291, 1321, 1334; Campbell 1290-2, 1333-4; Heagle 1333; Martel 1291, 1321, 1423.

Rent supplements/subsidies

Deans 1230; Drea 1230-1; B. Newman 1230.

Reports, annual, re

Lawlor 294.

Research, academic

Auld 1072, 1108; Bounsall 1106-8; Campbell 1072; Ferguson 1072; Parr 1106-8; B. A. Wilson 1108.

Research, criminology/policing

Bell 354-5, 433-4, 438, 442; C. E. Brannan 338, 342; Campbell 345, 441-2; Kerr 340-1, 352-6; Lovlin 441-2; Roy 338-41, 346, 352-6; Singer 338-42, 354-5, 433-4.

Research, early child development

Campbell 1271-2; Gordon 1272.

Research, economic/social

Brunelle 1273; Martel 1167-9, 1273; B. Newman 1273-4.

Research, education

Auld 1620-3; Campbell 1621; H. W. Jackson 1619-20; L. M. Johnston 1621-3; Laughren 1619-23.

Research, forestry

Herridge 1018; Lockwood 1031; Stokes 1013, 1031.

Research, justice

Callaghan 77-8, 83-5; Lawlor 82-3; Welch 82.

Research, labour

Bounsall 2028-9, 2031-2, 2043-4; Dickie 2103-4; Gisborn 2030; Haggerty 2039, 2042; Hushion 2032; R. D. Johnston 2029-30, 2032; Kinley 2024-35, 2039, 2044-5; MacBeth 2027-9, 2039; B. Newman 2033-5; Reid 2024-7, 2029.

Research, mining

Bernier 914-5; Haggerty 914-5; Jewett 914-5.

Research, pollution/control

Biggs 1861; Haggerty 1860-3; W. Newman 1861-2; Stokes 1866; D. Wilson 1861-2.

**Research, transportation (*see*
Transportation planning/studies)**

Reservoirs, water

Good 659; Laughren 542-3; Murray 659; Root 1921; Stokes 550.

Retarded, associations for

Brunelle 1591-2, 1594; MacCoy 1582, 1592-3; B. Newman 1600-2.

Retarded, facilities for

Brunelle 1358, 1361, 1591-2, 1599-601; Campbell 1589-92; Crawford 1590-1; Crittenden 1601; Deacon 1598-601; Dukszta 1585-8, 1592-3, 1595; Farmer 1583-4; Gordon 1360, 1581, 1587-8, 1598; MacCoy 1581-3, 1586, 1592-3; B. Newman 1585-6, 1600-2; R. S. Smith 1358-61; Zarfes 1581, 1583-7, 1589-90, 1598.

Retarded persons

Bounsall 1210; Brunelle 1210, 1355-7, 1361, 1440-2, 1580, 1584-5, 1592, 1594-5, 1600-1; Campbell 1212, 1354, 1588, 1590; Crawford 1590-1; Crichton 1362-3, 1365; Crittenden 1210-2, 1354-5, 1364-5, 1580, 1584-5, 1587, 1599, 1601; Deacon 1584-5, 1589, 1593; Dukszta 1584-8, 1592-3, 1595-7; Farmer 1583-5; Gordon 1354, 1360, 1363, 1581, 1587-8; Haggerty 1210-1; Laughren 1344; MacCoy 1581-3, 1586, 1592-3, 1595-6; Martel 1361-4; B. Newman 1440-2, 1583-6, 1596, 1599-602; Riddell 1355; R. S. Smith 1356, 1358-60; Zarfes 1581, 1583-7, 1589, 1597.

Retraining

Auld 1646; Campbell 1296-7, 1299, 1646-8; Crichton 1296-7; Kerridge 1647; Martel 1298; Sisco 1648.

Review boards/courts, assessment

Campbell 264-5; Gillis 2224; Good 2223-4; Haggerty 263; Lawlor 264; Meen 2223-4, 2233; Pukacz 264; Singer 264; R. S. Smith 2233; Welch 263-5.

Review boards, welfare

Brunelle 1201-2, 1204-8; Campbell 126, 1200-1; Crittenden 1206; Martel 1203-8; Mulrooney 1201, 1205, 1207; B. Newman 1207-8; J. R. Smith 1201-2.

Rights of way

Bidell 2326; Germa 2326; Rhodes 2326.

Road salt

Adcock 2295; Germa 2295; Gilbert 2295-6; Haggerty 2295-6; Rhodes 2295; Sargent 2295; Spence 2295.

Road signs/traffic lights

Bidell 2310; Havrot 2310; W. Hodgson 2479; Rhodes 2310, 2426, 2479; Root 2426; Ruston 2263, 2265, 2426.

Road/street lighting

Bidell 2303; Gilbert 2303; Haggerty 2303-4.

Roads boards

Haggerty 2316; Rhodes 2316.

Roads, county/township

Maec 2393; Martel 2396-9; Rhodes 2335-6, 2388, 2390, 2396-401; Root 2400; Ruston 2387-9; Spence 2335-6, 2390; Ward 2388-9, 2398.

Roads, municipal/regional

Bidell 2392; Martel 2391-2; Rhodes 2392.

Roads, private

Martel 502-3.

Roads to resources

Bernier 566, 571-2, 574-6, 596-7; Ferrier 571-2; Laughren 596; Martel 576-7, 596; Stokes 565, 572-6, 596.

Room/board

J. G. Anderson 1316; Brunelle 1316-7; Martel 1316-17; W. G. Smith 1317.

Rowdyism (*see* Vandalism/rowdyism)

Ryerson radio (*see* Radio, Ryerson)

Safety, air

Bernier 560-1; Haggerty 560-1.

Safety belts (*see* Seatbelts)

Safety committees

Bernier 844, 938; Bounsall 2082; Ferrier 843-4; Gisborn 2079-81, 2084-5; Haggerty 884-5; R. D. Johnston 2091; S. Lewis 915-6, 933-5; MacBeth 2085, 2090-1; Martel 882-3; McNair 2091; B. Newman 2090-1.

Safety, farm

Bounsall 2049; Cleverdon 2049; Haggerty 2048-50; R. D. Johnston 2048-50; MacBeth 2048-9, 2052; Wiseman 2049.

Safety, highway

Adcock 2313; Drea 2296-7; Gilbert 2477; Gisborn 2477; Good 2312; W. Hodgson 2479; Rhodes 2266, 2296-7, 2313, 2477; Ruston 2262-3.

Safety inspectors (*see* Inspectors/inspection, safety)

Safety, mine

Bernier 485, 829, 834, 844, 863-5, 869-71, 873-4, 939, 949, 966-7, 980; Ferrier 476, 843-4, 905-7; Foulds 968, 973-80; Haggerty 872, 950, 952; Jewett 872, 967-9; Laughren 889-91; S. Lewis 916-30, 933-6, 940; Martel 822-4, 827, 834, 849-61, 869, 873-4, 877, 881-3, 965-8, 971; Yakabuski 949-50.

Safety, motor vehicle

Germa 2271-2; Gilbert 2282; Gisborn 2474, 2476; Rhodes 2271-3, 2475-6.

Safety, occupational

Armstrong 2090; Bounsall 2052-3, 2060-2, 2076-80, 2082-3, 2085-6; Cleverdon 2056-7, 2060-5; Deans 2088-9; Gisborn 2050-2, 2056-60, 2065, 2077-90; Haggerty 2048, 2056, 2059, 2065-7; Hess 2080; Hushion 2097; R. D. Johnston 2048, 2051-3, 2060, 2077, 2079-82, 2087-8, 2090; MacBeth 1970, 2012, 2052, 2056-61, 2067, 2077-83, 2085, 2087-90, 2099-100; Martel 2051; McNair 2078, 2081, 2083-6, 2088, 2091; B. Newman 2090-1; Reid 2060-1, 2063-5, 2096-9; Stokes 2099.

Safety, sports

Martel 1558-60; B. Newman 1544-5, 1549, 1558; Secord 1544.

Salaries (*see* Wages/salaries)

Sand/gravel

Bernier 554-5, 908-9; Haggerty 554-5, 908-9; Martel 591-3; McGinn 554.

Satellites, space

Bernier 557; Rathbun 2373-5; Rhodes 2375; Stokes 2373-5.

Sawmills

Bernier 1002-3, 1005-6, 1020-2, 1026-7; Drysdale 1021; Foulds 1020-5; Havrot 1008, 1023; Herridge 1023-5, 1028; Lockwood 1024; Reid 1026-9; Rollins 1008; Stokes 994-8, 1003, 1021, 1025.

Scholarships (*see* Bursaries/scholarships)

Schools, bilingual

Auld 1062, Laughren 1054-6.

Schools, community use

Brunelle 1579-80; B. Newman 1579-80.

Schools/courses, mining

Haggerty 842; Martel 842.

Schools, medical

Auld 1100, 1115, 1117, 1120; Haggerty 1116-7; Laughren 1100; B. Newman 1119; Stokes 1113-6, 1119-20.

Schools, nursery

Brunelle 1272; Campbell 1271-2; Gordon 1272.

Schools, nursing

Auld 1085, 1660-1; Campbell 1650-1, 1659-61; H. W. Jackson 1650-1; L. M. Johnston 1650; B. Newman 1085; Parr 1650; Pulsford 1659-60.

SUBJECTS—*Continued*

Schools, polytechnical/technological

Auld 1123-6; Campbell 1123-6; Orris 1124;
Parr 1123.

Schools, secondary

Brunelle 1418-9; Martel 1417-9.

Science centres

Auld 1697-8; Campbell 1698-9; Deacon
1697-8; Hemmingway 1697-9.

Seatbelts

Germa 2271-2; Haggerty 2272; Rhodes
2271-2.

Security guards

Campbell 358, 407-8, 413-4; Drea 411-3;
Kerr 284, 407-15; Renwick 408-11.

Security guards, legislative

Haggerty 454; Kerr 454.

Senior citizens (*see* Aged/senior citizens)

Septic/holding tanks

Good 586, 1827-8; W. Newman 1827-8;
Paterson 1827.

Service centres, highway

Adcock 2420; Germa 2420-1; Gilbert 2421;
Leach 2421-2; Rhodes 2420-2; Ruston 2422.

Severance pay

Bounsall 2155-6, 2164-6; MacBeth 2164-6;
Reid 2171.

Sewage disposal

Bernier 511; Laughren 510.

Sewage treatment

Barr 1830-1, 1868, 1927; Biggs 1866;
Caplice 1870, 1906-7; Cockburn 1940-1;
Deacon 1922-9; Gaunt 1857-60; Good 701,
1904-5, 1910-1; Haggerty 1811-2; Laughren
1881; Lee 701; S. Lewis 1940; B. Newman
1830-1, 1870; W. Newman 1810-2, 1858-60,
1867-9, 1905, 1910-1, 1924-9; Root 703;
Ruston 1808-10; Sacco 1859-60; Sharpe
1867, 1882; Stokes 1866-9; Timko 1859.

Sewerage

Barr 1830-1; Bounsall 1930; Burr 1877-8;
Cockburn 1940-1; Deacon 1922-4; Haggerty
1811-2, 1878, 1930, 1932-3, 1943; S. Lewis
1939-40; Martel 1875-8; B. Newman
1830-1; W. Newman 1811-2, 1875-8, 1924,
1930, 1932-3, 1938-43; Patterson 1942; Root
1878; Young 1940-3.

Shelter/fuel allowances

Brunelle 1321; Campbell 1144; Martel
1321.

Sheltered workshops (*see* Workshops, sheltered)

Sheriffs

Lawlor 245; Singer 242-3; Welch 244.

Silicosis

Bernier 485-8, 797-9, 805-6, 829, 937, 941;
H. F. Davis 832; Ferrier 477-8, 485-6,
804-7; Haggerty 487, 797, 803, 2071-2;
Laughren 798, 889; S. Lewis 809, 832,
918-30, 941; MacBeth 2071-2; Martel 486-7,
799, 807, 821, 824-6, 832-3; Reid 943.

Single parent families (*see* Family, single parent)

Smelters/refineries

Bernier 794-6; Ferrier 475, 794-5, 846-8;
Haggerty 794-6, 836-7, 841, 952; Jewett
795; Martel 850-1, 873-4.

Snowmobiles

Bernier 682, 743; Ferrier 682-3; Stokes
682, 742-3.

Social/family services

J. G. Anderson 1172-3, 1193-6; Bounsall
1210; Brunelle 1142-4, 1159-63, 1167-71,
1176-9, 1185-91, 1195, 1210; Campbell
1144-7; Crittenden 1190, 1192-3, 1210-2,
1483; Deacon 1212; Deans 1220-6; Gaunt
1482; Haggerty 1173, 1178-9, 1210-1;
Heagle 1289-90; Martel 1147-57, 1185-95,
1236-7; Morningstar 1188, 1191;
B. Newman 1192, 1196; J. R. Smith 1167,
1175-6, 1191.

Social planning councils

Stokes 1508.

Social workers/agencies

Brunelle 1309; Campbell 1197-8, 1308-9,
1475; J. K. Macdonald 1456-7; Martel
1326-7, 1456-8; B. Newman 1441;
W. G. Smith 1309.

Space satellites (*see* Satellites, space)

Speaker, re the

Breithaupt 1777, 1780-1; R. Lewis 1777-82;
Renwick 1779-82.

Speed limits

Gisborn 2474, 2476; W. Hodgson 2479;
Rhodes 2266, 2475-6, 2479; Ruston 2262-3.

Sports/athletics

Apps 1674; Auld 1127-8; Brunelle 1541-2,
1550-1, 1557-61, 1569, 1571; Campbell
1560-3; Crittenden 1562; Haggerty
1569-73; Jessiman 1539-42; Martel
1555-60; B. Newman 1127-8, 1542-5,

1549-53, 1558-9, 1571, 1674; Secord 1541-4, 1550, 1553, 1559-60, 1562-3, 1570; Stokes 1563-6.

Squatters

Bernier 601-2, 606-7; Foulds 601-7; Martel 591-2; Ringham 607.

Stadiums/arenas

Haggerty 1568-9; Martel 1555-7.

Statistical centres/services

Auld 1082-3, 1135; Campbell 1081-2; H. W. Jackson 1134; Kidd 1081; Laughren 1134-5.

Statutes/regulations, Ontario

Alcombrack 187-90, 192; Campbell 186, 190, 192; Lawlor 183-5, 187-8, 191-2; Martel 185, 188-90; Renwick 38-42; Roy 47-8; Ruston 191; Singer 43-4; Welch 186-7, 191.

Street lighting (*see* Road/street lighting)

Strikebreakers/strikebreaking

Campbell 407-8, 413-4; Kerr 408-9; Renwick 408-9.

Strikes/lockouts

Deans 1750-1; Haggerty 2118; MacBeth 2118; R. F. Nixon 1756.

Student awards programme

Auld 1039.

Student enrolment

Auld 1037-8, 1089-90, 1616; H. W. Jackson 1619; Laughren 1616, 1619; B. Newman 1041; Sisco 1616, 1619; G. E. Smith 1089-90.

Students, foreign

Auld 1076-7, 1085, 1117; Haggerty 1116-7; B. Newman 1076-7.

Students/graduates, CAAT

H. W. Jackson 1133; Laughren 1134.

Students/graduates, law

Lawlor 128-9, 170; Pukacz 129; Welch 129, 170.

Students/graduates, nursing

Auld 1124-6; Campbell 1124; B. Newman 1043; Orris 1125.

Students/graduates, secondary school

Laughren 1664-6; Martel 1417-9.

Students/graduates, university

Auld 1076-7, 1085-9, 1103-4, 1115, 1117, 1672; Bounsall 1103-6; Campbell 1671-2;

Deacon 1086-9; Ferguson 1076; Haggerty 1117; Martel 1075; B. Newman 1076-7, 1086; Parr 1077, 1086-8; Stokes 1113-6, 1119-20.

Students, part-time

Auld 1666, 1668; Bonner 1666; Foulds 1674; Laughren 1666-9; B. Newman 1046; Parr 1666, 1668.

Students' records/marks

Auld 1118, 1120; Campbell 1120-1; B. Newman 1117-9; Parr 1118; Stokes 1113-6, 1119-20.

Stumpage dues

Bernier 987-8, 1001, 1019-20; Haggerty 987, 1001, 1019-20; Herridge 988; Stokes 996.

Subsidies, air transport

Reid 2433, 2435; Rhodes 2433, 2435; Young 2435.

Subsidies, book publishers

Auld 1685-6, 1693-4; Campbell 1693-4; Deacon 1685-8; McCreedy 1686-8; B. Newman 1685.

Subsidies, public/rapid transit

Cassidy 2394; Germa 2320-1; Rhodes 2321-2, 2394; Sargent 2321-2.

Subsidies, railway

MacDougall 2456-7; Rhodes 2456-7; R. S. Smith 2456-7.

Subsidies, road

Germa 2335; Gilbert 2393, 2396; Haggerty 2318-20; Maeck 2393; Martel 2391-2, 2396-9; Rhodes 2317-20, 2335, 2388, 2390, 2396-401; Root 2324, 2400; Ruston 2387-9; Sargent 2317-8; Spence 2336, 2390; Ward 2318, 2335, 2388-9, 2393, 2398.

Sunday observance

Kerr 323-4; Lawlor 73; Singer 323-4.

Surveyors/surveys, land

Bernier 579-80, 592-3; Giles 530-1; Haggerty 530-1; Martel 592-3; Stokes 531-2, 579-80.

SWEEP programme

Bernier 470, 527-8; Biggs 1804, 1806; Castel 1805; Haggerty 527; Higham 1804, 1806; Maeck 1807; Martel 1805-6; B. Newman 1807; W. Newman 1804-7; Reid 1804-6; Stokes 528-9.

SWORD programme

Bernier 519, 527-8; Ferrier 527; Haggerty 519, 528; B. Newman 527; Wiseman 527.

Systems/procedures, government

Callaghan 78-81; Lawlor 80-3.

Tapes/cassettes

Laughren 1092-3; B. Newman 193-4;
Russell 194.

Task force, income security

Heagle 1289.

Task force, legal aid

Callaghan 132; Lawlor 122, 124-5, 128,
130; Pukacz 122, 125, 132; Renwick 126;
Welch 124-5, 132.

Task force, policing

C. E. Brannan 342, 352; Campbell 345-6,
357-61; Hale 356; Kerr 339-41, 345-6,
352-4, 359-61, 418-20, 424, 427, 446-50;
Lawlor 356, 360, 362-3, 366; Renwick 416,
420-1; Roy 352-4; Singer 339, 366-8, 422-3,
446-50.

Tax collection

Breithaupt 2198-201; Crosbie 2199-201;
Meen 2198-201; Wardle 2201; Young
2200-1.

Tax credits/rebates

Crosbie 2248; Good 2248-9; Lawlor
2246-50; Meen 2247-50.

Tax exemptions

Breithaupt 2208-11; Crosbie 2208-9; Good
2208; Lawlor 2210-1; Meen 2208-11;
Riddell 2208; Worton 2207-10.

Tax, gasoline/motor fuels

Brunelle 1534; Stokes 1534.

Tax, land speculation

Breithaupt 2202-6; Good 2212-3; Lawlor
2206-7; Meen 2202-7, 2212-3; Worton 2206.

Tax, land transfer

Breithaupt 2196, 2202-5, 2208-11; Crosbie
2208-9; Gillis 2211; Good 2208; Lawlor
2205, 2210-2; Meen 2202-11; Riddell 2208;
Stoodley 2205; Worton 2207-10.

Tax, mining/revenue

Bernier 470, 483, 488, 589, 849, 861-3, 970;
Ferrier 475, 844-8, 862-3; Haggerty 471,
474; Laughren 886-8, 891; Martel 489, 849,
970; Sargent 489-90, 496.

Tax, property

Bernier 576; Martel 576-7.

Tax, racetracks

Crosbie 2202-6; Worton 2202.

Tax relief, farmers

Gillis 2239-40; Good 2239-40.

Tax, sales

Breithaupt 2198-201, 2214-6; Crosbie
2200-2, 2215; Garland 2216; Good 2214-6;
Haggerty 2196-8; Lawlor 2213-4, 2250;
Meen 2197-201, 2213-6, 2250; Wardle 2201;
Young 2200-1.

Teachers, foreign

Auld 1070, 1075, 1096-7; Bounsall 1096-7;
Martel 1070, 1074-5; Parr 1096.

Teachers, nursery school

B. Newman 1439; Stevenson 1439.

Teachers, post-secondary

Auld 1607-10, 1634-7; Campbell 1607-10;
Deacon 1634; Haggerty 1636-7; L. M.
Johnston 1607, 1609, 1634-5; Laughren
1051-2, 1614-6, 1631-7; B. Newman 1044-5,
1637-8; Parr 1608, 1610; Sisco 1614-6,
1632-3, 1635, 1637.

Telephone service

Duncan 2450; Laughren 2383; Rathbun
2372-6, 2383; Rhodes 2372, 2375-6; 2383;
Ruston 2450; Stokes 2372-7.

Telephone Service Commission

Duncan 2450; Ruston 2450.

Television, educational

Apps 1705-6, 1712; Auld 1092-3, 1709-12;
Bowers 1712; Campbell 1703-5; Ide
1704-6, 1709-12; Laughren 1092-3, 1709-12;
B. Newman 1705-6; Parr 1093.

Tendering, air transport

Davoud 2436; Reid 2436.

Tendering, historical sites

Bernier 717-8; Foulds 717-8.

Tendering, mining rights

Bernier 607-8; Ferrier 607-8.

Tests, university admissions

Auld 1105, 1118-20; Bounsall 1104-6;
B. Newman 1118.

Theatre (*see* Arts/theatre)

Tires

Haggerty 2307; Havrot 2307; Rhodes
2306-7; Sargent 2306-7.

Tolls

Germa 2293; Rhodes 2292-3; Sargent
2292-3.

TORPS study

Keenan 669-70; Stokes 668-70.

Tourist attractions

Bernier 665, 671-3; Ferrier 664-5; Keenan 670; Sargent 670-2; Stokes 670.

Tourist information/reception centres

Bernier 662.

Tourist operators/outfitters

Bernier 620-3; Ferrier 621-2; Haggerty 620; Hess 2023-4; Reid 2023-4; R. S. Smith 622-3.

Townships, designated

Bernier 578-9.

Trades training (*see* Vocational/trades training)

Traffic counts

Bidell 2406; Cassidy 2405-6.

Traffic lights (*see* Road signs/traffic lights)

Traffic violations

Campbell 445-6; Kerr 445-6; Lawlor 259-60; Martel 197; Welch 197.

Trailer parks (*see* Parks, trailer)

Trailers/mobile homes

Gillis 2217-9; Good 1853, 2216-9; Meen 2217-9; W. Newman 1852-3; Sharpe 1853; Stokes 1851-3.

Transit, public/rapid

Bidell 2395; German 2270-1, 2365; Gilbert 2395; Givens 2342-6; Laughren 2278; Rhodes 2266-7, 2274-5, 2341, 2343, 2346-7, 2365-6, 2394-5; Ruston 2264-5; Young 2348.

Translators/interpreters

Callaghan 242; Kerr 342; Singer 242, 342.

Transportation

Germa 2267-72, 2275-8; Haggerty 2275; Martel 967-8; Rhodes 2261, 2265-7, 2271-8; Ruston 2262-5; Sargent 2279-81.

Transportation costs/fares

Brunelle 1404, 1439; Crittenden 1404; Martel 1403-4; B. Newman 1439.

Transportation Development Corp.

Foley 2363-4, 2370-1; Germa 2369-70; Gilbert 2362-3; Givens 2341-2, 2362-5, 2369-70; Rhodes 2341-2, 2362-3, 2370; Young 2370-1.

Transportation, hazardous products

Germa 2269; Rhodes 2274.

Transportation planning/studies

Adcock 2382; Bidell 2381, 2392, 2403; Cassidy 2403; Germa 2333-4, 2365, 2368; Gilbert 2362-3, 2365, 2368-9; Givens 2362-3, 2365; Hodge 2368; Martel 2391; Rhodes 2305, 2333-4, 2365, 2368; Ruston 2381.

Transportation terminals

Cassidy 2383-6; Gilbert 2384; Rhodes 2384-7.

Truckers/trucking industry

Gaunt 2475.

Trapping (*see* Hunting/trapping)

Travel expenses (*see* Expense accounts/travel expenses)

Truckers/trucking industry

Germa 2268-9, 2272; Gilbert 2468-70, 2477; Gisborn 2470-1, 2477; Humphries 2462-3, 2469, 2471-5; W. Newman 1847-8; Rhodes 2272-5, 2468-73, 2475, 2477; Rollins 1846-9; Root 2473; Ruston 2470-2; Sargent 2280-1; Shoniker 2463, 2472; Worton 2473-4; Young 2462-3, 2467-70.

Trucking rates (*see* Freight/trucking rates)

Trust funds

Crittenden 1208-9; Deacon 1208-9.

Tuition fees

Auld 1124-6, 1666; Bonner 1666-8; Campbell 1124-6; Laughren 1664-6; Orris 1124; Parr 1125.

Tunnels

Adcock 2283; Bidell 2330-2; Gilbert 2332-3; Haggerty 2283, 2330-3; Rhodes 2330-3.

Unemployables

Heagle 1314; Martel 1314-5.

Unemployment insurance/commission

Brunelle 1424; Campbell 1424-6; G. McLellan 1424.

Unemployment/layoffs

Bernier 970; Bounsall 1980-1, 2180-1; Martel 969-71; Ogilvie 2176-82; Reid 2176-9.

Union Carbide Limited

Haggerty 1871-2; W. Newman 1872.

Union certification

Armstrong 2125-9, 2133-5; Bounsall 1982-3, 1987, 2118-23, 2129, 2133; Germa 2121-4, 2128; Haggerty 2121; R. D. Johnston

SUBJECTS—*Continued*

2123-4, 2134; Kinley 2122, 2134; Lawlor 2128-9; MacBeth 1987, 2120-3, 2125, 2134; Reid 1973-4, 1987, 2128-9, 2133-4.

Union contracts (*see* Contracts, union)

Union, mine/mill workers

Allan 876-8; Bernier 872-3, 876-8, 883; Ferrier 905-6; Martel 872-3, 881-2.

Universities, bilingual

Auld 1099-100; Laughren 1098-100.

Universities/colleges

Auld 1037-40, 1061-6, 1069-70, 1081, 1610-3; Bounsall 1121-2; Campbell 1065, 1669-70; L. M. Johnston 1073; Kidd 1065; Laughren 1047-56, 1059-61, 1610-1; Lawlor 1068; Martel 1069-70, 1075; B. Newman 1040-7, 1067; Parr 1065, 1075.

Universities/colleges, open

Auld 1128, 1132, 1613; W. Lane 1715, 1719; Laughren 1049, 1055, 1132-3, 1136, 1612-4, 1654-5; B. Newman 1128, 1720; Parr 1132, 1716; Scrivener 1718-20; Sisco 1614.

Universities, foreign

Auld 1085-6, 1090, 1092; Bounsall 1090-1; B. Newman 1086, 1090; Parr 1086.

University admission tests (*see* Tests, university admission)

University courses/degrees

Auld 1086, 1090-1, 1103-4; Bounsall 1089-91, 1103-6; Campbell 1121; Laughren 1092; B. Newman 1090-1; Parr 1091; G. E. Smith 1090; B. A. Wilson 1089.

University faculties

Auld 1075, 1082, 1086-7, 1089; Campbell 1081-2; Deacon 1086-9; Laughren 1123; Martel 1073-5; B. Newman 1044; Parr 1087.

University faculty-student parity

Auld 1102; Laughren 1101-3.

University presidents/council

Auld 1095-6; Bounsall 1096; Campbell 1094-5, 1097-8; Martel 1069-70, 1075; Parr 1095-6; B. A. Wilson 1094.

Vandalism/rowdysim

Bernier 470.

Vacations/holidays with pay

Bounsall 2163, 2169-70; MacBeth 2169-70.

Vinyl chloride

Biggs 1861; Good 1823-7, 1912; Haggerty 1825, 1861-2; Martel 1825; B. Newman

1862; W. Newman 1824-7, 1861-2, 1912-3; Sharpe 1826-7; D. Wilson 1861-2.

Vocational/trades training

Auld 1640-2, 1658-9; Bullbrook 2006-7; Campbell 1658-9; Haggerty 1639-42, 2008; R. D. Johnston 2008; Kerridge 1657-9; MacBeth 2008.

Wage, minimum

Bounsall 2031, 2163-4, 2170-1, 2174-5; Brunelle 1274-6, 1440; Deans 1993; Gisborn 2030; R. D. Johnston 2030; Kinley 2030-1; MacBeth 1993, 2170-1, 2175; Martel 1275-6; B. Newman 1274-6, 1440, 2171; Reid 2164, 2170; J. Scott 2174-5.

Wages/salaries

W. A. Anderson 1758-9, 1763, 1767; Auld 1606-10; Bounsall 1977-8, 2028, 2173; Callaghan 76, 78; Campbell 1606-10; Deans 1753, 1758-9; Ferrier 2172-3; Haggerty 1759; Hess 2172-3; L. M. Johnston 1607, 1609; Kinley 2026; Lawlor 76-8; D. C. MacDonald 1758, 1760; R. F. Nixon 1758; Pukacz 77; Reid 2023-5; Root 1996; Sargent 1760-1, 1763, 1767; J. Scott 2172; J. R. Scott 1759-60; Winkler 1758-9.

Warranties/guarantees

Lawlor 96, 111; Renwick 56.

Waste disposal

Bernier 616-9; Deacon 1923, 1931-2; Foulds 618; Haggerty 616-8, 1954-5; W. Newman 1931-2, 1953-60; Root 1922.

Waste, industrial/liquid

Bernier 505-6; Burr 1906; Caplice 1906-7; Deacon 1914-5; Good 1904-5; Haggerty 1851; Macfarlane 1919-20; B. Newman 504-6, 548-9, 1832-4; W. Newman 1832-3, 1850-1, 1904; Pitura 1914-5; Root 1914, 1919-21; Stokes 1850-1.

Waste recycling

Bernier 991; Burr 1945-6; Caplice 1888; Deacon 1923; Good 1789; Haggerty 991, 1887-9, 1953-4; B. Newman 1956-60; W. Newman 1788, 1793, 1887-9, 1925-6, 1946, 1954-60; Root 1919-20.

Water levels, Great Lakes

Bernier 469, 483, 658; Foulds 545; Giles 545, 551; Haggerty 472-3, 483, 544-6, 554; Ruston 658; Stokes 550-1.

Water levels, inland

Giles 551; MacBean 540; Ringham 551-2; Stokes 540-2, 550-1.

Water resources, northern

Bernier 541-2; Stokes 540-2, 550.

Water rights/rentals

Bernier 541; Stokes 540-1.

Water/services

Barr 1868; Bernier 511; Bounsall 1930; Cockburn 1940-1; Deacon 1908-12, 1922-4, 1929; Good 1853, 1907-11; Haggerty 836-7, 1889-90, 1930, 1932-3, 1943-4; Jeffs 1910; Laughren 510, 1881-3; S. Lewis 1939-40; Martel 819, 1875-7; W. Newman 1852-3, 1866-70, 1875-7, 1882, 1890, 1908-11, 1924-5, 1927-33, 1938-44; Root 1921; Sharpe 1853, 1882-3, 1889-90; Stokes 1851-3, 1866-9; Toza 1911; Young 1940-3.

Welcome House

Brunelle 1497-500; Campbell 1497-9; Martyn 1497-9; Moritsugu 1498-9.

Welfare administrators/offices

J. G. Anderson 1338-9; Brunelle 1171, 1337-8; Crittenden 1171; Haggerty 1171; Martel 1172, 1336-9.

Welfare assistance, general

J. G. Anderson 1172, 1193-4; Brunelle 1178-80, 1343-4; Martel 1148, 1152-5, 1194-5, 1343-4; Rutherford 1203; R. S. Smith 1177-8, 1180.

Welfare benefits (*see* Family/welfare benefits)

Welfare councils

Crittenden 1283-4; Martel 1283-4; G. McLellan 1283.

Welfare, municipal/regional

J. G. Anderson 1172-4, 1193-6; Brunelle 1176-80, 1189; Campbell 1174-5; Crittenden 1180; Haggerty 1178-9; Martel 1154-5, 1172, 1175-6, 1179, 1189; J. R. Smith 1175-6; R. S. Smith 1176-80.

Welfare recipients

J. G. Anderson 1193; Brunelle 1169-70, 1198, 1204; Campbell 1174-5, 1197-9; Crittenden 1169, 1171; Deacon 1198-9; Haggerty 1171; Martel 1170, 1175-6, 1192-4, 1196-7, 1199-200, 1248, 1256, 1419-20; B. Newman 1196-7; Roy 1259-60, 1263; J. R. Smith 1175-6; R. S. Smith 1169; Smithies 1248, 1258.

Welfare supplements

J. G. Anderson 1339-40; Brunelle 1169, 1337; Campbell 1170, 1174-5, 1339-40; Martel 1154-5, 1169-70, 1176, 1192, 1202-3, 1336-9; B. Newman 1202-3; Rutherford 1203.

Western Guard

Bounsall 2153; Brown 2151-4; Renwick 2147-53.

Wilderness areas

Bernier 733-5; Germa 733-6; Keenan 733-4, 736; Lee 733-6; Stokes 735.

Wildlife/management

Bernier 755-6, 764-6, 790-1; Ferrier 759; Germa 764-7; Herridge 760; Irizawa 764; McIlveen 770; Stokes 753-6, 764-5, 790-1.

Wills (*see* Estates/wills)

Wire tapping (*see* Electronic bugging)

Wives/husbands, common-law

Bounsall 2143-6; R. D. Johnston 2144-6; MacBeth 2145.

Women/girls

Auld 1072-3, 1606-7; Bernier 519; Bounsall 2173, 2185-92; Brunelle 1561; Campbell 172-3, 357-8, 463, 1066-7, 1071-3, 1182, 1184, 1353-4, 1560-3, 1606-9; Crittenden 1182-3, 1185, 1562; Deacon 2186, 2188-9; Deans 1987-8; Eastham 2185, 2189-91; Ferguson 1072; Ferrier 2172-3; Gordon 1354; B. Graham 1183-4; H. H. Graham 463; Haggerty 1989; Hess 2172-3; R. D. Johnston 1988-9; Kerr 335; Laughren 1054, 1372-3; MacBeth 1971, 1987-90, 2186-9; Martel 1563; E. M. McLellan 2182-92; B. Newman 519, 1043-4; Parr 1066; Reid 1975-6, 2182-5; Renwick 335; J. Scott 2172; Secord 1562-3.

Women's liberation

Kerr 335; Renwick 335.

Woodlots (*see* Farm woodlots)

Workers

Deans 1991; Germa 2108-9, 2111; Laughren 2019-21; Lawlor 2116-7; Reid 2111-2.

Workers, casual/temporary

Bernier 518, 695; Deans 1752; Martel 518; Stokes 695; Winkler 1757.

Workers, construction

Bullbrook 2006-7; Haggerty 2010; R. D. Johnston 2007; MacBeth 2010.

Workers, farm

Bounsall 1983-4; MacBeth 1984-5.

Workers, handicapped/disabled

Haggerty 2073-5; Laughren 2020; MacBeth 2074; Singer 147.

Workers, mine

Allan 878-9; Bernier 485-8, 797-9, 804-7, 827-9, 832-3, 841-4, 870-5, 878-80, 937-9, 941; H. F. Davis 800-2; Ferrier 476, 799, 804-7, 843-4, 905-8; Foulds 877, 973-80; Germa 884; Haggerty 473, 797, 799-804, 836-7, 841-3, 875, 950, 952; Jewett 799-800, 830-1, 833; Laughren 798, 803, 806, 889-91; S. Lewis 807-9, 815-6, 818, 828, 832, 915-30, 933-6, 940-1; Martel 799, 807, 819-27, 832-5, 842, 850-61, 872-6, 880-1, 939-40, 969-70.

Workers, older

Bounsall 2043-4; R. D. Johnston 2043-4.

Workers, skilled

Auld 1640-3; Bernier 841-3; Bullbrook 2006-7; Gisborn 2004; Haggerty 841-3, 1639-42, 2005; R. D. Johnston 2007; Kinley 2005; B. Newman 1045-6; Parr 1643.

Workers, temporary (*see* Workers, casual/temporary)

Workers, unorganized/underpaid

Laughren 2019-21.

Workers, women

Bounsall 2185-92; Deacon 2186, 2188-9; Eastham 2185, 2189-91; MacBeth 2186-9; E. M. McLellan 2182-92; Reid 2182-5.

Working conditions

P. Brannan 1778; Breithaupt 1777; Deans 1748-54, 1760; Kinley 2024.

Workmen's compensation/board

Allan 877, 880-1; Bounsall 1971-2; Ferrier 880; Haggerty 2071-5; Havrot 2075; MacBeth 1971-2, 2071-2, 2074; Martel 877, 880-1; Reid 1971.

Workshops, sheltered

Brunelle 1358, 1361, 1367-8, 1441, 1595-6; Campbell 1297; Crichton 1362-3, 1365; Crittenden 1364-5; Duksza 1595-6; Gordon 1363; Haggerty 1366-7; MacCoy 1595-6; Martel 1361-5; G. McLellan 1369; B. Newman 1367-9, 1441; R. S. Smith 1358.

Youth

W. A. Anderson 1773; Deans 1773.

Youth employment programmes

Bounsall 2013-8; Cleverdon 2017-8; R. D. Johnston 1995-6, 2013, 2015, 2017-9, 2055; MacBeth 2017-8; Ogilvie 2013-7; Webster 1995.

Youth in Action

Brunelle 1554; Martyn 1553; B. Newman 1553-5.

Youth leadership training

Brunelle 1550-1, 1557; B. Newman 1550-1, 1553; Secord 1550-1.

By Speakers

Adams, T. P. (Management Board)

Consultants/consulting services 1769.
Public Administration Institute 1768.

Purchasing, central 1765.
Purchasing, government 1765.

Adcock, H. W. (Transportation and Communications)

Bridges/overpasses 2282-3, 2301-3.
Ferries 2283.
Highway/road maintenance 2294-6, 2314-5,
2382.

Road salt 2295.
Safety, highway 2313.
Service centres, highway 2420.
Transportation planning/studies 2382.
Tunnels 2283.

Aiken, H. J. (Transportation and Communications)

Certificates, mechanical fitness 2460-1.
Drivers, young 2478.

Driving instructors/instruction 2478.
Inspectors/inspection, motor vehicles
2460-1.

Alcombrack, W. C. (Ministry of Attorney General)

Bills, drafting of 187-90, 192.

Statutes/regulations, Ontario 187-90, 192.

Allan, James N. (P.C.. Haldimand-Norfolk)

Accidents, industrial 2086.
Children, working 1994.
Committee procedures 817.
Committee, resources development 817,
942-5, 952-4.
Conservation authorities 646.
Cottagers/cottages 679-80.
Fish/management 769.

Fishing, commercial 769.
Fishing, sport 769-70.
Forest rangers, junior 2175-6.
Pollution, water 769.
Union, mine/mill workers 876-8.
Workers, mine 878-9.
Workmen's compensation/board 877, 880-1.

Anderson, J. G. (Community and Social Services)

Aged/senior citizens 1488.
Children, illegitimate 1330.
Children, underprivileged 1324.
Dentists/services 1340-2.
Dietitians/nutrition 1322.
Drugs, medical 1193, 1195.
Family/welfare benefits 1173-4, 1193-5,
1326, 1330-1, 1338-44.
Foster parents/homes 1324, 1326, 1330-1.
Income, guaranteed 1334.

Mothers, unmarried 1344.
Rent/control 1334.
Room/board 1316.
Social/family services 1172-3, 1193-6.
Welfare administrators/offices 1338-9.
Welfare assistance, general 1172, 1193-4.
Welfare, municipal/regional 1172-4, 1193-6.
Welfare recipients 1193.
Welfare supplements 1339-40.

Anderson, W. A. (Management Board)

Cabinet/management board 1758-9, 1770-1.
Civil service 1758-9, 1763.
Civil Service Commission 1767.
Collective bargaining 1759.
Consultants/consulting services 1770-1.

Purchasing, central 1765-6.
Purchasing, government 1765-6.
Wages/salaries 1758-9, 1763, 1767.
Youth 1773.

Applebaum, L. (Colleges and Universities)

Arts councils 1731, 1733-5.

Arts/theatre 1731-5.

Apps, C. J. S. (P.C., Kingston and the Islands)

Bursaries/scholarships 1674.

Foster parents/homes 1328, 1330.

Child care/welfare 1385-7.

Grants, cultural 1730.

Children, adopted/foster 1459, 1461.

Grants-in-lieu 1651-2.

Children, disturbed/mentally ill 1445,
1450-1.

Grants, library 1722.

Children, underprivileged 1332.

Handicapped, facilities for 1491-2.

Children's aid societies 1330.

Historical ceremonies/societies 1728.

Children's boarding/group homes 1444-5.

Housing, public 1229.

Children's institutions 1444-5.

Citizen groups/participation 1385-8.

Immigrant services 1500-1.

Colleges of applied arts and technology
1643-6.

Income groups, low 1408, 1416.

Community services 1500.

Libraries 1722.

Daycare/centres 1385-8, 1407-8, 1414-6,
1420-2.

Mother's allowance 1420-2.

Museums 1725-6.

Employment, summer/student 1682.

Sports/athletics 1674.

Family/welfare benefits 1257, 1328, 1330,
1332.

Television, educational 1705-6, 1712.

Apted, R. B. (Colleges and Universities)

Historical ceremonies/societies 1727-8.

Plaques 1728-9.

Armstrong, T. E. (Ministry of Labour)

Arbitration/boards 2090.

Safety, occupational 2090.

Labour Relations Board 2125-9, 2133-5.

Union certification 2125-9, 2133-5.

Lawyers 2129-30.

Auld, Hon. J. A. C. (P.C., Minister of Colleges and Universities)

Advertising, government 1683.

CAAT governors/boards/councils 1634-7,
1646, 1653.

Apprentices/apprenticeship 1652-3, 1655-9.

Art galleries 1702.

Chiropractors/osteopaths 1670-1.

Arts councils 1732.

Collective bargaining 1136-7, 1634-7.

Basic income unit 1037-8, 1061-2, 1067,
1121.

Colleges of applied arts and technology

Bursaries/scholarships 1126-7.

1038, 1130-1, 1136, 1606-12, 1616-8,
1621-7, 1638, 1643-4, 1648-9.

Construction, educational facilities 1082-3.
Council, university affairs 1037-8, 1129-30.
Cultural affairs 1039-40.

Doctor/dentist shortage 1115.

Education, adult 1646-7, 1654, 1724-5.
Education, audio-visual 1101.
Educational Communications Authority
1703-4, 1709-12.
Employment, summer/student 1039,
1679-80, 1684-5.

Frontier College 1084.

Grants, cultural 1729-31.
Grants, education/academic 1037, 1071,
1094-5, 1099-100, 1130.
Grants-in-lieu 1651.
Grants, library 1721-3.

Heritage foundation 1699-701.
Historical ceremonies/societies 1727.
Historical sites/buildings 1695, 1699-701,
1736.
Housing, student 1638-9.

Institute for Studies in Education 1123.

Librarians 1072, 1606-7, 1625-6.
Libraries 1063, 1691, 1721-3.
Licences, trades, provincial 1640-1.
Loans/grants, students 1038, 1661-3, 1668,
1670-3.

McMichael collection 1713.
Museums 1701-2, 1725-7.

Northern Ontario affairs 1100-1.

Outreach Ontario programme 1701-2, 1736.

Pensions/pension plans 1073.
Plaques 1728-9.
Publishers, Canadian 1685-6, 1694-6.
Radio, Ryerson 1714-5, 1718-21.

Research, academic 1072, 1108.
Research, education 1620-3.
Retraining 1646.

Schools, bilingual 1062.
Schools, medical 1100, 1115, 1117, 1120.
Schools, nursing 1085, 1660-1.
Schools, polytechnical/technological
1123-6.
Science centres 1697-8.
Sports/athletics 1127-8.
Statistical centres/services 1082-3, 1135.
Student awards programme 1039.
Student enrolment 1037-8, 1089-90, 1616.
Students, foreign 1076-7, 1085, 1117.
Students/graduates, nursing 1124-6.
Students/graduates, university 1076-7,
1085-9, 1103-4, 1115, 1117, 1672.
Students, part-time 1666, 1668.
Students' records/marks 1118, 1120.
Subsidies, book publishers 1685-6, 1693-4.

Teachers, foreign 1070, 1075, 1096-7.
Teachers, post-secondary 1607-10, 1634-7.
Television, educational 1092-3, 1709-12.
Tests, university admissions 1105, 1118-20.
Tuition fees 1124-6, 1666.

Universities, bilingual 1099-100.
Universities/colleges 1037-40, 1061-6,
1069-70, 1081, 1610-3.
Universities/colleges, open 1128, 1132, 1613.
Universities, foreign 1085-6, 1090, 1092.
University courses/degrees 1086, 1090-1,
1103-4.
University faculties 1075, 1082, 1086-7,
1089.
University faculty-student parity 1102.
University presidents/council 1095-6.

Vocational/trades training 1640-2, 1658-9.

Wages/salaries 1606-10.
Women/girls 1072-3, 1606-7.
Workers, skilled 1640-3.

Barr, J. (Ministry of Environment)

Irrigation 1927.
Manufacturers/manufacturing 1832.
Pollution, air 1813.

Sewage treatment 1830-1, 1868, 1927.
Sewerage 1830-1.
Water/services 1868.

Barrett, C. (Colleges and Universities)

Chiropractors/osteopaths 1670.

Loans/grants, students 1662-4, 1670.

Bell, E. D. (Ministry of Solicitor General)

Chemical weapons 431.
Computers 434.
Electronic bugging 430.

Firearms 431.
Police 437-8.
Police brutality/harassment 425-6.

Police college 438.
 Police commissions 429-32, 448.
 Police communications/facilities 438-9.
 Police information/centres 429-30, 432-3.
 Police, municipal/regional 332, 433-4.
 Police, provincial 430, 433.

Police, university 332.
 Police weapons 332.

Research, criminology/policing 354-5,
 433-4, 438, 442.

Bernier, Hon. Leo (P.C., Minister of Natural Resources)

Accidents, airplane 560-1.
 Accidents, mine 966-7.
 Accidents, water 747-8.
 Air carriers, regional 559-60.
 Aircraft, Ontario government 504, 557-63,
 581.
 Airports/airstrips 467, 494-6, 550, 672.
 Assessment, land/tax 631.
 Auctions, land 537.
 Auditor's report, provincial 483.

Bounties 763, 792.
 Buy Canadian policy 1030.

Campsites/camping 615-23.
 Canals 708.
 Cancer/patients 799.
 Children's camps 688-9.
 Civil servants 538.
 Coal/lignite 793.
 Committee, land use/recreational 537.
 Committee, mining 484-5.
 Committee procedures 813-4, 816-7.
 Committee, resources development 813,
 942, 946.
 Compensation, farmers 761.
 Conservation authorities 470, 530, 542-4,
 635-7, 640-8, 653-6.
 Conservation officers/game wardens 752-3,
 755, 761, 771-2.
 CORDS study 669.
 Cottagers/cottages 608-9, 677-9, 692, 697-9.
 Crown corporations/agencies 862.
 Crown land 530, 532-3, 537-9, 601-2, 606,
 610, 615-23, 632-3.

Deaf/hard of hearing 871, 875, 879, 937,
 940.

Decentralization/centralization,
 government 467, 492-3, 507-8.
 Development Corporation, Northern
 Ontario 1022-3.

Docks 911-2.
 Doctors 807.
 Dredging 554-5, 612.

Emergency/first aid services 747-8.
 Erosion/control 547-8.
 Exploration/prospecting 489, 862.

Farm woodlots 990.
 Farms/farm lands 910.
 Fatalities/deaths 966-7.
 Firefighters/firefighting 549-50, 552-6, 564.
 Fish management 469, 757, 767, 784-90.
 Fishing, commercial 767-9, 777-82, 784-7.
 Fishing, sport 752, 757, 759, 762, 772, 777,
 779.

Flooding/control 469, 483, 542-4, 548,
 643-5, 647, 657-8.
 Forest fires 468, 549-50, 552, 556, 564.
 Forest industries/products 985, 988,
 1001-7, 1020-2, 1026-8.
 Forest rangers, junior 519-21, 529.
 Forest regeneration/reforestation 504,
 985-6, 990-1, 1000-1, 1019-20.
 Forest resources/management 469, 985-8,
 1000-7, 1015-6, 1019-21.
 Foresters/forests division personnel 1002,
 1015-6.
 Forestry associations 512.

Gas, natural 911-2.
 Geographical names 579-81.

Handicapped/disabled persons 518, 520,
 687.
 Health, industrial 797-9, 805-6, 827-30,
 832-4, 870-1, 937-40, 949.
 Highways in the Sky programme 494.
 Highways/roads, northern 467-8, 494-5,
 566, 574-6.
 Historical sites/buildings 470, 727, 729,
 741, 749-51.
 Housing 509-11.
 Housing/land prices 590.
 Hovercraft 743.
 Hunting/trapping 621-2, 752, 755-6, 759-62,
 765-6, 770-2, 790.
 Hydro commission 483-4.
 Hydro generating stations 696-7.

Indian bands/people 467-8, 494-5, 533, 564,
 723, 750-1, 778, 790.

Indian burial mounds 750-1.
 Indian commercial projects 790.
 Indian youth/children 529.
 Industries, foreign/control 794-5.
 Industries, primary/resource 897-900.
 Information services, government 512-3,
 516.
 Inspectors/inspection, mining 487-8, 796,
 804, 827-30, 832-4, 870-2, 883, 906-8,
 938-9.
 Insurance, flood relief 547-8.

Land acquisition, escarpment 629-30, 670-1,
 674-5.

Land acquisition, natural resources 624-6,
 630-1, 668-70, 674-5, 704.
 Land development 736-40.
 Land ownership/leasing, foreign 482.
 Land, recreational 596-7, 624.
 Land subdivision 608-9, 632-5.
 Land-use permits 622-3.
 Land use/planning 532-4, 537, 601-2.

Landfill 616-8, 702.
 Leasing/leases 505-6, 549, 587-91, 607-9, 677-9.
 Licences, hunting/fishing 759, 761, 767-8.
 Littering/cleanup 760.
 Logging/lumbering 689-90.
 Lottery system, Crown land 537-8.

Marinas 696.
 Minerals/ores 794-6, 897-900.
 Mines/mining 470, 484-9, 587-92, 796-9, 804-7, 827-30, 832-3, 843-4, 861-5, 870-5, 897, 906-8, 936-40, 949, 966-7, 970, 980.
 Mining claims/rights 609-10.
 Motor vehicles, all-terrain 743.
 Municipal planning/studies 632-5.
 Municipalities, unorganized 509-11, 582, 632-5.

National Heritage Ltd. 711, 718-26.
 Natural resources/management 467-71, 481-9, 492-6, 501-12, 537, 897-900.
 Natural resources personnel 467, 492-3, 503-4, 507-8, 511-2, 517-8.
 Noise levels/control 863-5, 870-6, 879-80, 940.
 Northern affairs officers/offices 522, 524-7.

Offshore rights 910-1.
 Oil production 910.
 Old Fort William 470, 708-11, 713, 717-26.

Parks commissions 662-4, 727-30.
 Parks, national 676.
 Parks, provincial 469-70, 485, 624-7, 629, 677-9, 682, 687-702, 706-7, 747-8.
 Parks, trailer 706.
 Parks, underwater/marine 673.
 Peat 909.
 Pipelines, oil/gas 482-3.
 Pits/quarries 470, 481-2, 610-1, 628-9, 908-9, 912-3, 971-3.
 Planning, recreational 737-40.
 Pollution, metal/chemical 777-82, 784.
 Pollution, water 735.
 Publications, government 516.
 Pulp/paper 496, 575, 577, 596-7, 1019, 1024, 1026-30.
 Purchasing, central 516.

Railways 704, 710.
 Recreation/facilities 669-73, 696.
 Research, mining 914-5.
 Roads to resources 566, 571-2, 574-6, 596-7.

Safety, air 560-1.
 Safety committees 844, 938.
 Safety, mine 485, 829, 834, 844, 863-5, 869-71, 873-4, 939, 949, 966-7, 980.
 Sand/gravel 554-5, 908-9.
 Satellites, space 557.
 Sawmills 1002-3, 1005-6, 1020-2, 1026-7.
 Sewage disposal 511.
 Silicosis 485-8, 797-9, 805-6, 829, 937, 941.
 Smelters/refineries 794-6.
 Snowmobiles 682, 743.
 Squatters 601-2, 606-7.
 Stumpage dues 987-8, 1001, 1019-20.
 Surveyors/surveys, land 579-80, 592-3.
 SWEEP programme 470, 527-8.
 SWORD programme 519, 527-8.

Tax, mining/revenue 470, 483, 488, 589, 849, 861-3, 970.
 Tax, property 576.
 Tendering, historical sites 717-8.
 Tendering, mining rights 607-8.
 Tourist attractions 665, 671-3.
 Tourist information/reception centres 662.
 Tourist operators/outfitters 620-3.
 Townships, designated 578-9.

Unemployment/layoffs 970.
 Union, mine/mill workers 872-3, 876-8, 883.

Vandalism/rowdyism 470.

Waste disposal 616-9.
 Waste, industrial/liquid 505-6.
 Waste recycling 991.
 Water levels, Great Lakes 469, 483, 658.
 Water resources, northern 541-2.
 Water rights/rentals 541.
 Water/services 511.
 Wilderness areas 733-5.
 Wildlife/management 755-6, 764-6, 790-1.
 Women/girls 519.
 Workers, casual/temporary 518, 695.
 Workers, mine 485-8, 797-9, 804-7, 827-9, 832-3, 841-4, 870-5, 878-80, 937-9, 941.
 Workers, skilled 841-3.

Bidell, W. (Transportation and Communications)

Access to roads 2329-30.

Bridges/overpasses 2327.
 Bus passenger service 2366-7.
 Bypasses 2326, 2423-4.

Construction, highways/roads 2334.

Dial-a-bus 2366-7.

Expressways 2404-6.

Land acquisition, highway 2423-4.

Noise levels/control 2409.

Rights of way 2326.
 Road signs/traffic lights 2310.
 Road/street lighting 2303.
 Roads, municipal/regional 2392.

Traffic counts 2406.
 Transit, public/rapid 2395.
 Transportation planning/studies 2381, 2392, 2403.
 Tunnels 2330-2.

Biggs, E. M. (Ministry of Environment)

Asbestos/asbestosis 1892.

Decentralization/centralization,
government 1794.

Pollution, air 1800.

Pollution, metal/chemical 1820.

Pollution, water 1892.

Radiation, nuclear 1887.

Research, pollution/control 1861.

Sewage treatment 1866.

SWEEP programme 1804, 1806.

Vinyl chloride 1861.

Bonner, J. (Colleges and Universities)

Loans/grants, students 1666-8, 1670-1.

Students, part-time 1666.

Tuition fees 1666-8.

Bounsall, E. J. (N.D.P., Windsor East)

Accidents, industrial 2076-9, 2083, 2085-6,
2098.

Acme Screw and Gear 2156-7.

Arbitration/boards 1978-80, 2137-8.

Bankruptcies 1981, 2156, 2164-6.

Basic income unit 1121-2.

Bursaries/scholarships 1128.

Civil servants 1986.

Collective bargaining 1977-82, 1986, 1994,
2105-6, 2113-4, 2121.

Conciliation/mediation 2104-5, 2113-4.

Contractors 2106-7.

Contracts, union 1977, 2113-4, 2119, 2124-5.

Counselling services 2189-90.

Daycare/centres 1384-5.

Dominion Wire Co. 2139.

Employment standards/branch 2155-8.

Employment termination/notice 2180-1.

Farms/farm lands 1938.

Food processors/products 1934-5.

Grants, research 1106-8.

Hall Lamp Co. 2180.

Hours of work 2157-8, 2168-9.

Human rights code/commission 2143-4,
2154.

Industries, shutdown 2139-40.

Information services, government 2190.

Inspectors/inspection, safety 2017-8, 2060-2,
2082, 2085-6.

Insurance, health, private 2145-6.

International Joint Commission 1936-7.

Labour-management relations 1976-84,
1994.

Labour Relations Board 2105-7, 2118-20,
2129, 2133.

Labour safety council 2052-3.

Pollution, air 1934-8.

Research, academic 1106-8.

Research, labour 2028-9, 2031-2, 2043-4.

Retarded persons 1210.

Safety committees 2082.

Safety, farm 2049.

Safety, occupational 2052-3, 2060-2,
2076-80, 2082-3, 2085-6.

Severance pay 2155-6, 2164-6.

Sewerage 1930.

Social/family services 1210.

Students/graduates, university 1103-6.

Teachers, foreign 1096-7.

Tests, university admissions 1104-6.

Unemployment/layoffs 1980-1, 2180-1.

Union certification 1982-3, 1987, 2118-23,
2129, 2133.

Universities/colleges 1121-2.

Universities, foreign 1090-1.

University courses/degrees 1089-91, 1103-6.

University presidents/council 1096.

Vacations/holidays with pay 2163, 2169-70.

Wage, minimum 2031, 2163-4, 2170-1,
2174-5.

Wages/salaries 1977-8, 2028, 2173.

Water/services 1930.

Western Guard 2153.

Wives/husbands, common-law 2143-6.

Women/girls 2173, 2185-92.

Workers, farm 1983-4.

Workers, older 2043-4.

Workers, women 2185-92.

Workmen's compensation/board 1971-2.

Youth employment programmes 2013-8.

Bowers, P. (Colleges and Universities)

Television, educational 1712.

Bowes, R. G. (Natural Resources)

Old Fort William 712-3.

Brannan, C. E. (Ministry of Solicitor General)

Criminology/centres 355.

Research, criminology/policing 338, 342.

Information services, government 336-8.

Task force, policing 342, 352.

Police commissions 305.

Brannan, P. (Office of the Speaker)

Hansard/reporting service 1777-8.

Working conditions 1778.

Bratty, L. (Community and Social Services)

Immigrant services 1501.

Information services, government 1501.

Breithaupt, James R. (L., Kitchener)

Auditor, provincial 1741-2.

Post-audit system 1741.

Compensation, vendors (sales tax) 2198.

Provincial savings office 2253-6.

Publications, government 2242-3.

Elections/by-elections 1777.

Speaker, re the 1777, 1780-1.

Hansard/reporting service 1777-8.

Tax collection 2198-201.

Housing, rooming 2212.

Tax exemptions 2208-11.

Income, guaranteed 2242-3.

Tax, land speculation 2202-6.

Minorities/ethnic groups 2242-3.

Tax, land transfer 2196, 2202-5, 2208-11.

Mortgages/companies 2204-5.

Tax, sales 2198-201, 2214-6.

Political parties/party system 1781.

Working conditions 1777.

Brown, G. A. (Ministry of Labour)

Hate propaganda 2151-4.

Western Guard 2151-4.

Human rights code/commission 2142,
2151-4.

Brubacher, M. J. (Natural Resources)

Fishing, commercial 767, 779-81.

Licences, hunting/fishing 767.

Indian bands/people 792.

Loans, fishermen 769.

Indian commercial projects 792.

Pollution, metal/chemical 779-81.

Pollution, water 769.

Brunelle, Hon. René (P.C., Minister of Community and Social Services)

Advertising, government 1198, 1268.

Advertising/publicity 1267.

Aged, homes for 1358, 1443-4, 1470.

Aged/senior citizens 1358, 1486-7.

Airports/airstrips 1530-1.

Bicyclists/bicycles 1572.

Child care/welfare 1352-3, 1379-80, 1383-4, 1453-6, 1458-9, 1477-8.

Children, adolescent 1273.

Children, adopted/foster 1273, 1489-90.

Children, disturbed/mentally ill 1449.

Children, retarded 1359, 1361, 1438, 1591-2, 1594, 1597-9.

Children, underprivileged 1323-5, 1329, 1331, 1420.

Children's aid societies 1453-6, 1458-9, 1476.

Children's boarding/group homes 1352-3.

Children's institutions 1443.

Citizen groups/participation 1387-8, 1398-9, 1403, 1425-6.

Committee procedures 1467-8.

Community centres 1565-6, 1569.

Consumer prices 1265-6.

Council, daycare 1433-4.

Daycare/centres 1160-1, 1211, 1357, 1373, 1379-85, 1387-9, 1393-5, 1398-406, 1413-6, 1418-26, 1433-9, 1473, 1477-8.

Decentralization/centralization, government 1170-1, 1176-7, 1186-9, 1217.

Dietitians/nutrition 1181, 1243-5, 1252, 1321-2.

Employment, welfare recipients 1223-4, 1273-5, 1278.

Family, single parent 1227, 1300-4, 1310.

Family/welfare benefits 1160-3, 1223-4, 1294-5, 1300-6, 1310, 1323-7, 1329-31, 1334, 1342.

Fingerprinting 1259-60.

Fishing, commercial 1538.

Foster parents/homes 1323-7.

Grants, community projects/centres 1554, 1557, 1561, 1565-8.

Grants, social service 1357-61, 1367-8, 1371.

Grants, sports 1543, 1552, 1561, 1569.

Handicapped/disabled persons 1160, 1231-2, 1298-9, 1362-3, 1366-71, 1441.

Handicapped, facilities for 1366, 1368-71, 1491.

Home social services 1235-6.

Homes for special care 1584, 1600.

Housing, public 1229-30.

Housing, rental 1291-2.

Housing, senior citizens 1443-4.

Immigrant services 1497-9, 1507, 1510.

Income groups, low 1263-5, 1306, 1312, 1406, 1413, 1415.

Income, guaranteed 1160-3, 1179, 1192,

1289-96, 1300, 1311, 1317, 1334-6, 1356.

Indian bands/people 1233-4, 1527-8, 1530-7.

Indian commercial projects 1535-7.

Indian lands/ reservations 1538.

Indian poverty/welfare 1200.

Indian teachers/students 1531-3.

Information services, community/public 1161.

Information services, government 1167-8, 1499-501.

Integration, ethnic/cultural 1506, 1510, 1513.

Interdepartmental co-operation 1234-5, 1278.

Legal aid/clinics 1263-4.

Loans/grants, Indian groups 1527, 1530-3, 1536-7.

Middle-age groups 1162, 1314.

Mini-Skools Ltd. 1426, 1434.

Minorities/ethnic groups 1502-6, 1510, 1513.

Mother's allowance 1420-1.

Mothers, unmarried 1304, 1309.

Mothers, working 1300-5.

Nursing care/service 1282.

Patronage 1567-8.

Pensions/pension plans 1315.

Physical fitness 1572.

Publications, government 1167.

Records, adopted children 1453.

Recreation/facilities 1233, 1552, 1565-6, 1574.

Recreational directors 1551, 1567.

Rehabilitation 1218-9, 1297-8, 1440-1.

Rent/control 1291, 1321, 1334.

Research, economic/social 1273.

Retarded, associations for 1591-2, 1594.

Retarded, facilities for 1358, 1361, 1591-2, 1599-601.

Retarded persons 1210, 1355-7, 1361,

1440-2, 1580, 1584-5, 1592, 1594-5, 1600-1.

Review boards, welfare 1201-2, 1204-8.

Room/board 1316-7.

Schools, community use 1579-80.

Schools, nursery 1272.

Schools, secondary 1418-9.

Shelter/fuel allowances 1321.

Social/family services 1142-4, 1159-63,

1167-71, 1176-9, 1185-91, 1195, 1210.

Social workers/ agencies 1309.

Sports/athletics 1541-2, 1550-1, 1557-61, 1569, 1571.

Tax, gasoline/motor fuels 1534.

Transportation costs/fares 1404, 1439.

Unemployment insurance/commission 1424.

Wage, minimum 1274-6, 1440.
 Welfare House 1497-500.
 Welfare administrators/offices 1171, 1337-8.
 Welfare assistance, general 1178-80, 1343-4.
 Welfare, municipal/regional 1176-80, 1189.
 Welfare recipients 1169-70, 1198, 1204.

Welfare supplements 1169, 1337.
 Women/girls 1561.
 Workshops, sheltered, 1358, 1361, 1367-8, 1441, 1595-6.
 Youth in Action 1554.
 Youth leadership training 1550-1, 1557.

Bullbrook, James E. (L., Sarnia)

Apprentices/apprenticeship 2006-7.
 Justice secretariat personnel 70.
 Manpower services, provincial 2006-7.

Vocational/trades training 2006-7.
 Workers, construction 2006-7.
 Workers, skilled 2006-7.

Burgar, R. J. (Natural Resources)

Cottagers/cottages 584-5.
 Land subdivision 584-5.

Marinas 585.

Burr, Fred A. (N.D.P., Sandwich-Riverside)

Asbestos/asbestosis 1890-4, 1897.
 Beryllium 1857.
 Building demolition 1897.
 Containers, aerosol 1791-2.
 Containers, plastic 1944-6.
 Environmental hazards/control 1790-2, 1796-8.
 Freon 1791-2.
 Gasoline/motor fuels 1946.
 Motor vehicle exhaust emissions 1828, 1894-6, 1944.

Noise levels/control 1897-901.
 Plastic products disposal 1944-6.
 Pollution, air 1937.
 Pollution, metal/chemical 1796-8, 1820, 1822-3, 1857, 1895-6.
 Pollution, water 1820, 1822-3, 1890-2, 1947.
 Radiation, nuclear 1790-1.
 Sewerage 1877-8.
 Waste, industrial/liquid 1906.
 Waste recycling 1945-6.

Callaghan, F. W. (Ministry of Attorney General)

Committee, statutory powers rules 77-8, 85.
 Compensation, crime victims 274-6.
 Computers 79.
 Court costs 120.
 Court reporters 242.
 Courts, administration of 79-81, 84-5, 89, 240-1.
 Courts, division/small claims 89-90.
 Courts, juvenile/family 123.
 Courts, provincial/county/district 257-9.
 Courts, surrogate 250-1.
 Crown attorneys 227-8, 242.
 Divorces/separations 120, 123.
 Drivers, motor vehicle 137-8.
 Expropriation 270-2.

Family/property law 89.
 Fines/penalties 137-8.
 Government spending 75.
 Guardian, official/ad litem 123.
 Hearings, expropriation 270-2.
 Hearings of necessity 271-2.
 Housing Corporation, Ontario 112.
 Judges, provincial/county/district 250-1, 258-9.
 Justice, administration of 75-80.
 Law reform/commission 88.
 Lawyers' fees/salaries 135-6.
 Lawyers, Ontario government 88.
 Leasing/leases 111.
 Legal aid/clinics 120-3, 132, 134-5.

Minorities/ethnic groups 75-6.
 Publications, government 75-6.
 Research, justice 77-8, 83-5.
 Systems/procedures, government 78-81.

Task force, legal aid 132.
 Translators/interpreters 242.
 Wages/salaries 76, 78.

Campbell, Mrs. Margaret (L., St. George)

Advertising, government 1197.
 Aged, homes for 1370-1, 1443-4, 1588, 1590-1.
 Aircraft, police 457.
 Airports/airstrips 2414-20.
 Apprentices/apprenticeship 1658-9.
 Art galleries 1702.
 Bills, drafting of 186, 190, 192.
 CAAT governors/boards/councils 1646.
 Chairman's rulings, re 1427-9.
 Child care/welfare 139, 141, 146-7, 149, 275, 1144-5, 1350-4, 1370, 1382-5, 1473-6.
 Children, adopted/foster 1271, 1460, 1491.
 Children, disturbed/mentally ill 1445-6.
 Children, handicapped 86.
 Children, retarded 1146, 1589-92.
 Children, underprivileged 1331.
 Children's aid societies 1282, 1331, 1473-5.
 Children's boarding/group homes 1279-80, 1350-4, 1370, 1475.
 Children's institutions 1442-3.
 Chiropractors/osteopaths 1670-1.
 Citizen groups/participation 1197, 1388, 1423-4, 2414-9.
 Civil rights 85-7.
 Collective bargaining 1651.
 Colleges of applied arts and technology 1130-1, 1133, 1606-10, 1627, 1646-51.
 Committee procedures 1467-8, 1605.
 Community development 1220.
 Community services 1502, 1505.
 Compensation, crime victims 275-6.
 Computers 441-2.
 Consumer prices 1257-8.
 Council, daycare 1434.
 Courthouses/court facilities 199, 223.
 Courts, administration of 84-7, 199-202, 222-3, 236-7, 239.
 Courts, juvenile/family 173-4, 262-3.
 Courts, provincial/county/district 237.
 Courts, supreme/high 236-7.
 Crown attorneys 171-4.
 Daycare/centres 1145, 1282, 1380, 1382-5, 1388-95, 1400-1, 1408, 1415-6, 1423-7, 1434-5, 1438.
 Decentralization/centralization, government 1175, 1217-8, 1220, 1234.
 Dentists/services 1340-2.
 Detectives, private 407-8, 413-4.
 Dietitians/nutrition 1243-55.
 Divorces/separations 123, 149, 237.

Education, adult 1646-8.
 Educational Communications Authority 1703-5.

Emergency/first aid services 370.
 Estimates, re the 1141.
 Expressways 2413-4.

Family/property law 106-8, 110.
 Family, single parent 1226-7.
 Family/welfare benefits 1144, 1295, 1307, 1332-4, 1339-43.
 Festivals 1507.
 Food costs 1245-56, 1258.
 Food prices 1255-6.
 Forensic centre/personnel 372-3.
 Foster parents/homes 1331.

Grants, community projects/centres 1561-2.
 Grants, cultural 1730.
 Grants, education/academic 1094-5, 1097-8.
 Grants-in-lieu 1651-2.
 Grants, social service 1285-6.
 Grants, sports 1560-2.
 Guardian, official/ad litem 138-9, 141, 146-7, 149, 275.

Handicapped/disabled persons 1162, 1299, 1369-71.
 Handicapped, facilities for 1369-71, 1491, 1574-5.
 Heritage foundation 1699-701.
 Historical ceremonies/societies 1727.
 Historical sites/buildings 1700-1.
 Home social services 1235-6.
 Hospitals, psychiatric/mental 134.
 Hours of work 1276-7.
 Housing, condominium 265.
 Housing, public 1276-8.
 Housing, rental 1291-2.
 Housing, senior citizen 1443-4.

Immigrant services 1497-502.
 Income groups, low 1308.
 Income, guaranteed 1144-5, 1162, 1290-6, 1332-6.
 Indian bands/people 1233-4, 1519-20, 1526-7, 1537, 1539.
 Indian friendship/youth centres 1519-20.
 Information services, community/public 1161.
 Information services, government 351-2, 1500-1.
 Institute for Studies in Education 1123.
 Integration, ethnic/cultural 1505-7.
 Interdepartmental co-operation 1234-5, 1278-9.

Judges 131, 199-201, 222.
 Juries/jury system 199, 202.
 Jury fees 199.

Justice, administration of 25-6, 33, 71, 117.
Justices of the peace 201, 260-2.

Law enforcement 304-5.

Law reform/commission 106-8.

Legal aid/clinics 122-4, 126, 134.

Librarians 1072, 1606-7.

Libraries 1694.

Loans/grants, Indian groups 1519-20,
1526-7.

Loans/grants, students 1669-71.

Mental health/illness 134.

Mini-Skools Ltd. 1426-7, 1434-5.

Minorities/ethnic groups 1502-8.

Mothers, unmarried 1308.

Mothers, working 1305, 1307-8.

Municipal Board, Ontario 277-8.

Museums 1701-2.

Nursing assistants 1659-61.

Nursing care/service 1282.

Outreach Ontario programme 1701-3.

Pensions/pension plans 1073.

Pickers/picketing 304, 415.

Plaques 1728-9.

Police, bilingual 358.

Police brutality/harassment 442-4.

Police cars 460-1.

Police commissions 305.

Police, municipal/regional 307, 357-62, 428.

Police, provincial 456.

Publishers, Canadian 1693-4, 1696.

Radio, Ryerson 1714-6.

Railways 2400.

Records, adopted children 1474.

Recreation/facilities 1233, 1574-5.

Rehabilitation 1218-9, 1296-7, 1299.

Rent/control 1290-2, 1333-4.

Research, academic 1072.

Research, criminology/policing 345, 441-2.

Research, early child development 1271-2.

Research, education 1621.

Retarded, facilities for 1589-92.

Retarded persons 1212, 1354, 1588, 1590.

Retraining 1296-7, 1299, 1646-8.

Review boards/courts, assessment 264-5.

Review boards, welfare 126, 1200-1.

Schools, nursery 1271-2.

Schools, nursing 1650-1, 1659-61.

Schools, polytechnical/technological 1123-6.

Science centres 1698-9.

Security guards 358, 407-8, 413-4.

Shelter/fuel allowances 1144.

Social/family services 1144-7.

Social workers/agencies 1197-8, 1308-9,
1475.

Sports/athletics 1560-3.

Statistical centres/services 1081-2.

Statutes/regulations, Ontario 186, 190, 192.

Strikebreakers/strikebreaking 407-8, 413-4.

Students/graduates, nursing 1124.

Students/graduates, university 1671-2.

Students' records/marks 1120-1.

Subsidies, book publishers 1693-4.

Task force, policing 345-6, 357-61.

Teachers, post-secondary 1607-10.

Television, educational 1703-5.

Traffic violations 445-6.

Tuition fees 1124-6.

Unemployment insurance/commission
1424-6.

Universities/colleges 1065, 1669-70.

University courses/degrees 1121.

University faculties 1081-2.

University presidents/council 1094-5,
1097-8.

Vocational/trades training 1658-9.

Wages/salaries 1606-10.

Welcome House 1497-9.

Welfare, municipal/regional 1174-5.

Welfare recipients 1174-5, 1197-9.

Welfare supplements 1170, 1174-5, 1339-40.

Women/girls 172-3, 357-8, 463, 1066-7,

1071-3, 1182, 1184, 1353-4, 1560-3, 1606-9.

Workshops, sheltered 1297.

Caplice, D. P. (Ministry of Environment)

Asbestos/asbestosis 1892-3.

Pollution, water 1892-3.

Radiation, nuclear 1888.

Sewage treatment 1870, 1906-7.

Waste, industrial/liquid 1906-7.

Waste recycling 1888.

Carman, R. D. (Management Board)

Planning, Programming, Budgeting system
1772.

Carruthers, Alex (P.C., Durham)

Courts, administration of 79.

Cassidy, Michael (N.D.P., Ottawa Centre)

Assessment/reassessment 2224-6.

Construction, highways/roads 2393-4,
2410-1.

Enumerators/enumeration 2226-9.
Expressways 2403-9.

Grants-in-lieu 2230.

Historical sites/buildings 2401-3.

Metro Centre plan 2383-6.

Noise levels/control 2409.

Polling stations 2229.

Subsidies, public/rapid transit 2394.

Traffic counts 2405-6.

Transportation planning/studies 2403.

Transportation terminals 2383-6.

Castel, A. (Ministry of Environment)

SWEEP programme 1805.

Cleaveley, W. G. (Natural Resources)

Firefighters/firefighting 552, 556.

Forest fires 552, 556.

Cleverdon, R. K. (Ministry of Labour)

Building demolition 2063-4.

Inspectors/inspection, safety 2017-8, 2056-7,
2060-5.

Safety, farm 2049.

Safety, occupational 2056-7, 2060-5.

Youth employment programmes 2017-8.

Cockburn, P. (Ministry of Environment)

Sewage treatment 1940-1.
Sewerage 1940-1.

Water/services 1940-1.

Cotnam, H. B. (Ministry of Solicitor General)

Coroners/inquests 407.

Crawford, L. (Community and Social Services)

Aged, homes for 1590-1.

Children's boarding/group homes 1279-80.

Daycare/centres 1473.

Interdepartmental co-operation 1279-80.

Retarded, facilities for 1590-1.

Retarded persons 1590-1.

Crichton, P. (Community and Social Services)

Handicapped/disabled persons 1299, 1362-3,
1365.

Rehabilitation 1296-7, 1299.

Retarded persons 1362-3, 1365.
Retraining 1296-7.

Workshops, sheltered 1362-3, 1365.

Crittenden, D. (Community and Social Services)

Children, adopted/foster 1462-3.
Children's aid societies 1282, 1327.
Children's institutions 1442.
Community services 1503.

Daycare/centres 1211, 1402, 1404, 1435-6.
Decentralization/centralization,
government 1188, 1217, 1483.
Dietitians/nutrition 1252.

Family, single parent 1227-8.

Grants, social service 1285.

Handicapped/disabled persons 1364-5.
Hospital schools, retarded 1599.

Indian bands/people 1521-3.
Indian women 1183.

Legal aid/clinics 1262.
Loans/grants, Indian groups 1521-3.

Mini-Skools Ltd. 1435.

Minorities/ethnic groups 1503.

Nursing care/service 1282.

Records, adopted children 1462-3.

Rehabilitation 1218.

Retarded, facilities for 1601.

Retarded persons 1210-2, 1354-5, 1364-5,
1580, 1584-5, 1587, 1599, 1601.

Review boards, welfare 1206.

Social/family services 1190, 1192-3, 1210-2,
1483.

Sports/athletics 1562.

Transportation costs/fares 1404.
Trust funds 1208-9.

Welfare administrators/offices 1171.

Welfare councils 1283-4.

Welfare, municipal/regional 1180.

Welfare recipients 1169, 1171.

Women/girls 1182-3, 1185, 1562.

Workshops, sheltered 1364-5.

Crosbie, D. A. (Ministry of Revenue)

Income, guaranteed 2245.

Minorities/ethnic groups 2243.

Tax collection 2199-201.

Tax credits/rebates 2248.

Tax exemptions 2208-9.

Tax, land transfer 2208-9.

Tax, racetracks 2202-6.

Tax, sales 2200-2, 2215.

Davis, H. F. (Natural Resources)

Health, industrial 800-2, 832, 941.

Inspectors/inspection, mining 800-2, 832.

Mines/mining 800-3, 832, 941.

Silicosis 832.

Workers, mine 800-2.

Davoud, P. Y. (Transportation and Communications)

Air carriers, regional 2424-5, 2434-7,
2439-40, 2442, 2445-9.

Air services/aviation 2424-5.

Airports/airstrips 2425-6.

NorOntair 2434-7, 2439-40, 2445-9.

Tendering, air transport 2436.

Deacon, Donald M. (L., York Centre)

Advertising, government 1198-9.

Arts councils 1730.

Asbestos/asbestosis 1892.

Children, retarded 1598-9.

Collective bargaining 1634.

Colleges of applied arts and technology
1130.

Education, adult 1724.

Employment, summer/student 1679-81,
1685.

Fertilizers 1922-3, 1926.

Frontier College 1084-5.

Grants, education/academic 1084-5.

Grants, library 1723-4.

Heritage foundation 1699-700.
Historical sites/buildings 1695-6, 1736.

Irrigation 1922-4, 1926-9.

Landfill 1923, 1931-2.
Libraries 1723-4.

McMichael collection 1713.
Motor vehicle exhaust emissions 1894.
Museums 1702.

Noise levels/control 1899-900.

Outreach Ontario programme 1735-6.

Publications, government 75-6.
Publishers, Canadian 1685-8.
Pulp/paper 1914-5.

Retarded, facilities for 1598-601.
Retarded persons 1584-5, 1589, 1593.

Science centres 1697-8.
Sewage treatment 1922-9.
Sewerage 1922-4.
Social/family services 1212.
Students/graduates, university 1086-9.
Subsidies, book publishers 1685-8.

Teachers, post-secondary 1634.
Trust funds 1208-9.

University faculties 1086-9.

Waste disposal 1923, 1931-2.
Waste, industrial/liquid 1914-5.
Waste recycling 1923.
Water/services 1908-12, 1922-4, 1929.
Welfare recipients 1198-9.
Women/girls 2186, 2188-9.
Workers, women 2186, 2188-9.

Deans, Ian (N.D.P., Wentworth)

Accidents, industrial 2086.

Cabinet/management board 1747-54, 1771.
Children, working 1992-3.
Civil servants 1990-1.
Civil service 1747-54, 1758-61.
Collective bargaining 1747-54, 1760, 1991-2.
Consultants/consulting services 1768-9.
Courts, appeal 251-4.
Courts, supreme/high 251-4.

Elections/by-elections 1753.
Employment, welfare recipients 1220-6.

Family, single parent 1222-6, 1228.
Family/welfare benefits 1221-6.

General Steel Wares 2092-5.

Health, industrial 2092-5.
Housing, public 1230.

Labour-management relations 1990-3.
Labour Relations Board 1764.

Pensions/pension plans 1762.
Perjury 252-4.
Public Administration Institute 1768.

Rent supplements/subsidies 1230.

Safety, occupational 2088-9.
Social/family services 1220-6.
Strikes/lockouts 1750-1.

Wage, minimum 1993.
Wages/salaries 1753, 1758-9.
Women/girls 1987-8.
Workers 1991.
Workers, casual/temporary 1752.
Working conditions 1748-54, 1760.
Youth 1773.

Dickie, W. H. (Ministry of Labour)

Arbitration/boards 2137-8.

Collective bargaining 2108, 2113-5.
Conciliation/mediation 2108, 2113-4.

Contracts, union 2113-5, 2125.

Dominion Wire Co. 2140.

Research, labour 2103-4.

Dobson, R. B. (Office of the Speaker)

Elections/by-elections 1777.

Drea, Frank (P.C., Scarborough Centre)

Appeals from statutory tribunals 45-6.

Betting, offtrack 30, 33-4.
Bridges/overpasses 2293-4.

Cabinet/management board 33-4.
Caterers 2290-1.

Detectives, private 411-2.

Dogs, trained 412-3.

Highway/road maintenance 2296-7.

Housing, apartment 1230-1.

Justice, administration of 30, 33-4, 45-6.

Ombudsman 45-6.

Parking facilities/tickets 413.

Publications, government 76.

Rent supplements/subsidies 1230-1.

Safety, highway 2296-7.

Security guards 411-3.

Drowley, B. (Ministry of Environment)

Motor vehicle exhaust emissions 1829.

Drybrough, J. (Ministry of Attorney General)

Justice secretariat personnel 63-6, 68.

Drysdale, D. P. (Natural Resources)

Forest industries/products 1021.

Sawmills 1021.

Dukszta, Dr. Jan (N.D.P., Parkdale)

Children, retarded 1593, 1597.

Retarded persons 1584-8, 1592-3, 1595-7.

Employment, retarded 1595-7.

Workshops, sheltered 1595-6.

Retarded, facilities for 1585-8, 1592-3,
1595.

Duncan, D. M. (Transportation and Communications)

Telephone service 2450.

Telephone Service Commission 2450.

Eadie, L. R. (Transportation and Communications)

Pest control/services 2315.

Eastham, K. (Ministry of Labour)

Counselling services 2185, 2189.

Women/girls 2185, 2189-91.

Workers, women 2185-2189-91.

Eaton, Robert G. (P.C., Middlesex South)

Guardian, official/ad litem 1492.

Eckel, L. H. (Natural Resources)

Cottagers/cottages 583-5.

Land subdivision 583-5, 633, 635.

Hunting/trapping 603.

Land use/planning 603.

Land acquisition, escarpment 629.

Maps, topographical 581.

Municipal planning/studies 633, 635.

Municipalities, unorganized 633, 635.

Farmer, R. A. (Community and Social Services)

Hospital costs 1584-5.

Retarded, facilities for 1583-4.
Retarded persons 1583-5.

Ferguson, D. J. (Colleges and Universities)

Research, academic 1072.

Women/girls 1072.

Students/graduates, university 1076.

Ferrier, Rev. William (N.D.P., Cochrane South)

Aircraft, Ontario government 562-3.

Cancer/patients 799.

Children's camps 688-9.

Committee, mining 475, 484.

Committee procedures 813-4.

Committee, resources development 813, 944, 946-7.

Conservation authorities 639-41.

Conservation officers/game wardens 751-2.

Contracts, union 2172-3.

Cottagers/cottages 608-9.

Crown corporations/agencies 845, 862.

Crown land 621-2.

Deaf/hard of hearing 871, 879-80.

Exploration/prospecting 479, 845-6.

Firefighters/firefighting 555-6, 562.

Fish/management 480-1, 756-8.

Fishing, sport 751-2, 756-9.

Forest fires 555-6, 562.

Forest rangers, junior 521, 2176.

Forest resources/management 481.

Handicapped/disabled persons 687, 1231-2.

Health, industrial 804-7, 843-4.

Highway/road maintenance 2294-5.

Highways/roads, northern 481.

Historical sites/buildings 731.

Hunting/trapping 603, 621-2, 751-2, 756, 759-60.

Industries, primary/resource 845-8.

Information services, government 513.

Inspectors/inspection, mining 477-8, 487, 805, 905-8.

Inspectors/inspection, safety 2012.

Land acquisition, natural resources 626.

Land subdivision 608-9.

Land use/planning 533-4.

Lawyers, Ontario government 2023.

Leasing/leases 607-8.

Licences, hunting/fishing 759-60.

Littering/cleanup 760.

Logging/lumbering 689-90.

Minerals/ores 794-5, 847-8.

Mines/mining 475-80, 485-8, 804-7, 843-8, 862-3, 905-8.

Mining claims/rights 609.

Natural resources/management 475-81.

Northern affairs officers/offices 524-7.

Parks commissions 731.

Parks, provincial 475, 485, 626, 682, 687-90, 693.

Parks, roadside 688.

Pits/quarries 610-1.

Roads to resources 571-2.

Safety committees 843-4.

Safety, mine 476, 843-4, 905-7.

Silicosis 477-8, 485-6, 804-7.

Smelters/refineries 475, 794-5, 846-8.

Snowmobiles 682-3.

SWORD programme 527.

Tax, mining/revenue 475, 844-8, 862-3.

Tendering, mining rights 607-8.

Tourist attractions 664-5.

Tourist operators/outfitters 621-2.

Union, mine/mill workers 905-6.

Wages/salaries 2172-3.

Wildlife/management 759.

Women/girls 2172-3.

Workers, mine 476, 799, 804-7, 843-4, 905-8.

Workmen's compensation/board 880.

Foley, K. W. (Transportation and Communications)

GO Urban system 2345-9, 2352-4, 2356-7, 2359-61, 2364.

Transportation Development Corp. 2363-4, 2370-1.

Krauss-Maffei 2345-9, 2352-4, 2356-7, 2359-61.

Foulds, James (N.D.P., Port Arthur)

Accidents, mine 974-80.
Advertising/publicity 1267.
Arts councils 1731-5.

Campsites/camping 618-9.
Colleges of applied arts and technology 1626.

Committee, resources development 951-3.
Conservation authorities 646-9, 653-6.
Crown land 601, 618-9.

Daycare/centres 1384, 1387.
Development Corporation, Northern Ontario 1022-3.

Erosion/control 655.

Flooding/control 648-9.
Forest industries/products 1020-3.
Forest regeneration/reforestation 1018-9, 1024-5.
Forest resources/management 1016, 1019-20.

Grants, library 1722-3.
Grants, social service 1284.

Health, industrial 973-80.

Indian bands/people 723.

Inspectors/inspection, mining 973-80.
International Joint Commission 545.

Land use/planning 601-5.
Libraries 1722-3.
Loans/grants, students 1661-3, 1667-8, 1674-5.

Mines/mining 968, 973-80.
Mining claims/rights 603-6.

National Heritage Ltd. 718-20, 724.

Old Fort William 708-13, 717-25.

Pits/quarries 611.
Pulp/paper 1023-4.

Railways 710.

Safety, mine 968, 973-80.
Sawmills 1020-5.
Squatters 601-7.
Students, part-time 1674.

Tendering, historical sites 717-8.

Waste disposal 618.
Water levels, Great Lakes 545.
Workers, mine 877, 973-80.

Garland, S. (Ministry of Revenue)

Tax, sales 2216.

Gaunt, Murray (L., Huron-Bruce)

Accidents, motor vehicle 2477-8.
Air carriers, regional 2448-9.
Aircraft, STOL/VTOL 2448-9.
Airports/airstrips 2448-9.

Chairman's rulings, re 1428.
Construction, highways/roads 2401.

Decentralization/centralization, government 1482.
Drivers, young 2477-8.

Driving instructors/instruction 2477-8.
Driving record/demerit system 2480.

Farm machinery 2401.

Licences, PCV 2475.

Sewage treatment 1857-60.
Social/family services 1482.

Truckers/trucking industry 2475.

Germa, Melville (N.D.P., Sudbury)

Accidents, motor vehicle 2268.
Advertising, government 2282.
Auditor, provincial 1742-4.
Auditor's report, provincial 1743.

Bridges/overpasses 2301-3.
Bus passenger service 2367.
Bypasses 2420, 2423-4.

Canada Catering Co. 2287-9.
Caterers 2287-90.
Collective bargaining 2109.

Conciliation/mediation 2109.
Conservation officers/game wardens 764-7.
Construction, highways/roads 2333-4.

Fishing, commercial 767.

GO Transit service 2428-30.
GO Urban system 2270-1, 2347, 2353, 2359-60.

Highway/road maintenance 2296, 2308-9, 2314-5.

Highways/roads, northern 2267-8, 2408-9.
Hunting/trapping 765-6.

Inspectors/inspection, mining 884.

Krauss-Maffei 2270-1, 2347, 2353, 2359-60.

Labour-management relations 2108-9, 2111,
Labour Relations Board 2128.

Land acquisition, highway 2326, 2420.

Licences, hunting/fishing 765-7.

Metric system 2369.

Parks commissions 729-30.

Parks, private 744.

Parks, provincial 744.

Pest control/services 2315.

Rail passenger service 2277.

Railways 2275-8.

Rights of way 2326.

Road salt 2295.

Safety, motor vehicle 2271-2.

Seatbelts 2271-2.

Service centres, highway 2420-1.

Subsidies, public/rapid transit 2320-1.

Subsidies, road 2335.

Tolls 2293.

Transit, public/rapid 2270-1, 2365.

Transportation 2267-72, 2275-8.

Transportation Development Corp.
2369-70.

Transportation, hazardous products 2269.

Transportation planning/studies 2333-4,
2365, 2368.

Truckers/trucking industry 2268-9, 2272.

Union certification 2121-4, 2128.

Wilderness areas 733-6.

Wildlife/management 764-7.

Workers 2108-9, 2111.

Workers, mine 884.

Gilbert, H. F. (Transportation and Communications)

Access to roads 2329-30.

Accidents, motor vehicle 2481

Advertising, government 2281-2.

Advertising/publicity 2443.

Air carriers, regional 2437-8, 2441, 2443,
2445-6.

Bridges/overpasses 2328.

Bypasses 2325.

Canada Catering Co. 2287-9.

Caterers 2287-90.

Construction, highways/roads 2305-6.

Dial-a-bus 2364, 2367.

Expressways 2404.

GO Transit service 2428.

Highway/road maintenance 2294, 2304,
2308-9, 2311-3.

Historical sites/buildings 2402-3, 2407.

Metric system 2369.

NorOntair 2441, 2443, 2445-6.

Oil spillage/leakage 2476.

Ontario Northland Railway/Commission
2454.

Pest control/services 2315.

Road salt 2295-6.

Road/street lighting 2303.

Safety, highway 2477.

Safety, motor vehicle 2282.

Service centres, highway 2421.

Subsidies, road 2393, 2396.

Transit, public/rapid 2395.

Transportation Development Corp. 2362-3.

Transportation planning/studies 2362-3,
2365, 2368-9.

Transportation terminals 2384.

Truckers/trucking industry 2468-70, 2477.

Tunnels 2332-3.

Gilbertson, Bernt (P.C., Algoma)

Indian bands/people 1525-6.

Loans/grants, Indian groups 1525.

Northern affairs officers/offices 526.

Giles, J. W. (Natural Resources)

Crown land 530-1.

Erosion/control 547.

International Joint Commission 545.

Surveyors/surveys, land 530-1.

Water levels, Great Lakes 545, 551.

Water levels, inland 551.

Gillis, P. G. (Ministry of Revenue)

Assessment, farm 2237-40.
Assessment, mobile homes 2217-9.
Assessment/reassessment 2220-3, 2226,
2234, 2239, 2242.
Assessors 2236-7, 2242.

Enumerators/enumeration 2228-9.

Farming, tree 2239.

Housing/land prices 2211.

Polling stations 2229.

Review boards/courts, assessment 2224.

Tax, land transfer 2211.

Tax relief, farmers 2239-40.

Trailers/mobile homes 2217-9.

Gisborn, Reg. (N.D.P., Hamilton East)

Accidents, industrial 2077-8, 2084.

Arbitration/boards 2089-90.

Civil servants 1986.

Collective bargaining 1986.

Inspectors/inspection, safety 2056-9, 2083,
2088.

Labour safety council 2050-2, 2084.

Manpower services, provincial 2004,
2007-8.

Oil spillage/leakage 2476.

Research, labour 2030.

Safety committees 2079-81, 2084-5.

Safety, highway 2477.

Safety, motor vehicle 2474, 2476.

Safety, occupational 2050-2, 2056-60, 2065,
2077-90.

Speed limits 2474, 2476.

Truckers/trucking industry 2470-1, 2477.

Wage, minimum 2030.

Workers, skilled 2004.

Givens, Philip G. (L., York-Forest Hill)

Dial-a-bus 2364.

GO Urban system 2341-50, 2352-6, 2358,
2361-2, 2364.

Krauss-Maffei 2342-50, 2352-6, 2358,
2361-2.

Transit, public/rapid 2342-6.

Transportation Development Corp. 2341-2,
2362-5, 2369-70.

Transportation planning/studies 2362-3,
2365.

Good, Edward R. (L., Waterloo North)

Accidents, water 747-8.

Assessment, farm 2236-40.

Assessment, mobile homes 2216-9.

Assessment/reassessment 2220-4.

Assessors 2236-7, 2241.

Campsites/camping 698-9.

Conservation authorities 583-5, 659-60.

Containers, returnable/non-returnable 1789

Cottagers/cottages 539, 582-6, 697-9.

Crown land 539.

Decentralization/centralization,
government 1794.

Emergency/first aid services 747-8.

Environmental hazards/control 1789-90.

Expressways 673-4.

Farming, tree 2238-9.

Farms/farm lands 701-2.

Firearms 318-21.

Flooding/control 659.

Highway/road maintenance 2312.

Housing, apartment 2212-3.

Housing/land prices 2211.

Income, guaranteed 2250-1.

International Joint Commission 1814.

Land subdivision 582-6.

Landfill 700, 702, 1789, 1902.

Lawyers, Ontario government 1801.

Leasing/leases 678.

Marinas 584-5, 699.

Motor vehicle exhaust emissions 1913.

Noise levels/control 1789-90, 1898, 1902-4.

Parks, provincial 673-4, 697-701, 747-8.

Parks, trailer 1853.

Parks, underwater/marine 673.
Pollution, air 1800, 1913.
Pollution, Great Lakes system 1814.
Pollution index/monitoring 1913.
Pollution, metal/chemical 1801.

Reservoirs, water 659.
Review boards/courts, assessment 2223-4.

Safety, highway 2312.
Septic/holding tanks 586, 1827-8.
Sewage treatment 701, 1904-5, 1910-1.

Tax credits/rebates 2248-9.
Tax exemptions 2208.
Tax, land speculation 2212-3.
Tax, land transfer 2208.
Tax relief, farmers 2239-40.
Tax, sales 2214-6.
Trailers/mobile homes 1853, 2216-9.

Vinyl chloride 1823-7, 1912.

Waste, industrial/liquid 1904-5.
Waste recycling 1789.
Water/services 1853, 1907-11.

Gordon, A. (Community and Social Services)

Child care/welfare 1352, 1354.
Children, disturbed/mentally ill 1446-7, 1449.
Children, retarded 1598.
Children's boarding/group homes 1280, 1352, 1354, 1360.
Community development 1220.

Daycare/centres 1450.
Decentralization/centralization, government 1217-8, 1220, 1234.

Handicapped/disabled persons 1363.

Interdepartmental co-operation 1236, 1279.

Rehabilitation 1218-9.
Research, early child development 1272.
Retarded, facilities for 1360, 1581, 1587-8, 1598.
Retarded persons 1354, 1360, 1363, 1581, 1587-8.

Schools, nursery 1272.

Women/girls 1354.
Workshops, sheltered 1363.

Graham, B. (Community and Social Services)

Women/girls 1183-4.

Graham, H. H. (Ministry of Solicitor General)

Aircraft, police 455-7.

Fingerprinting 330.
Firearms 328.

Offenders, young 329-30.

Police auxiliary 453.

Police cars 457-8, 460.
Police/court records 329-30.
Police, provincial 429, 456.
Police, Royal Canadian Mounted 328.
Police training/qualifications 463.
Police weapons 462-3.

Women/girls 463.

Graham, T. J. (Ministry of Solicitor General)

Police 437.
Police commissions 431.

Police information/centres 432-3.

Haggerty, Ray (L., Welland South)

Access to roads 2328-30.
Accidents, airplane 560-1.
Accidents, industrial 2011.
Aged, homes for 1470-1, 1486-7.
Air carriers, regional 2424.
Aircraft, Ontario government 560-2.
Aircraft, police 454.
Airports/airstrips 2425.

Apprentices/apprenticeship 2005.
Arbitration/boards 2138-9.
Assessors 2241-2.
Assistance Plan, Canada 1327-8.
Auditor's report, provincial 474.

Bankruptcies 1990.
Bicyclists/bicycles 1572.

Bridges/overpasses 2282-3, 2293-4, 2326-8.
Building codes/standards 399-400.
Buses, school 2272.
Buy Canadian policy 729.

Campsites/camping 615-20.
Canals 707-8.
Cancer/patients 799-800, 837, 942.
Caterers 2291.
Chemical spillage/leakage 1799.
Children, adopted/foster 1489-90.
Children's aid societies 1327.
Citizen groups/participation 1889.
Civil service 1759, 1763.
Coal/lignite 793.
Collective bargaining 1136, 1636-7, 1763,
2041, 2118, 2141.
Committee procedures 813-6, 818.
Committee, resources development 813, 942,
957-8.
Compensation, crime victims 274.
Compensation, vendors (sales tax) 2197-8.
Conservation authorities 635-7, 639, 643-6.
Conservation officers/game wardens
753, 771-2.
Construction, educational facilities 1082-3.
Containers, aerosol 1862.
Containers, returnable/non-returnable
1864, 1953-4.
Contractors 2106.
Cottagers/cottages 692.
Crime, organized 2009-10.
Crown land 471, 530-1, 538, 547, 615-20.

Daycare/centres 1211, 1381, 1387.
Deaf/hard of hearing 871, 875.
Decentralization/centralization,
government 1794-5.
Docks 911-2.
Dredging 554-5.

Emergency/first aid services 368-70.
Emergency measures 375, 385-6, 389.
Enumerators/enumeration 2228-9.
Environmental hazards/control 1795-6.
Erosion/control 544, 546-7.
Expense accounts/travel expenses 317-8.
Exploration/prospecting 472.
Expropriation 270-2.

Family/welfare benefits 1325-31.
Farms/farm lands 909-10.
Ferries 2282.
Fertilizers 1865-6.
Festivals 1504.
Fire equipment/vehicles 389, 395-6, 400-1.
Fire prevention/protection 396-401.
Firearms 322-3.
Firefighters/firefighting 396-8, 400.
Fish/management 757-8, 772.
Fishing, commercial 777, 781.
Fishing, sport 772, 777.
Flooding/control 472-3, 643-5, 658.
Forest fires 472.
Forest industries/products 988-90, 1005.
Forest regeneration/reforestation 506,
985-7, 990-1, 1001, 1004, 1019.

Forest resources/management 474-5, 985-8,
1001, 1004-5, 1019-20.
Forestry associations 512.
Foster homes (aged) 1470.
Foster parents/homes 1324-31.

Gas, natural 910-4.
Grants, sports 1569-71.

Handicapped/disabled persons 1367.
Handicapped, facilities for 1366.
Health, industrial 797, 799-804, 836, 841,
941, 950, 952, 2011-2, 2065-7, 2071-5.
Hearings expropriation 270-2.
Hearings of necessity 270-2.
Highway interchanges/intersections 2423.
Highway/road maintenance 2286, 2303-4,
2311-2, 2315-6, 2318-20.
Hours of work 1985, 2042.
Hunting/trapping 756, 766, 771-2.
Hydro commission 474.

Income, guaranteed 1178, 2246, 2251-3.
Indian bands/people 778, 1536.
Indian burial mounds 750.
Industries, foreign/control 793-4.
Industries, shutdown 2141.
Inspectors/inspection, mining 796, 799-804,
850, 871, 884-5.
International Joint Commission 544-6, 1815.

Judges 447.
Jury fees 221-2, 302.

Labour Relations Board 1764.
Land acquisition, escarpment 629-30.
Land acquisition, natural resources 666-8.
Land development 590.
Land ownership/leasing, foreign 471-2.
Land patents 591.
Lawyers, Ontario government 1799.
Leasing/leases 591.
Licences, trades, provincial 1640-1.
Littering/cleanup 1953.

Manpower services, provincial 2005.
Metric system 2041-2.
Mine rescue/competition 1031.
Minerals/ores 794-6.
Mines/mining 473-4, 796, 799-804, 871-2,
884-5, 941, 950, 952.
Motor vehicle exhaust emissions 1829, 1895.
Municipal Board, Ontario 276-7.

Natural resources/management 471-5,
503, 793.
Natural resources personnel 503.
Noise levels/control 870-1, 1862-4, 1899,
1901, 1903.
Northern affairs officers/offices 523-4.

Offenders, young 274.
Offshore rights 910.
Oil production 910, 913.

Parks commissions 727-9, 732.
Parks, provincial 626, 630, 666-8, 690-4,
706-7, 1032.
Parks, trailer 706-7.
Peat 909.

Pensions/pension plans 875, 2039, 2046,
 2075, 2146-7.
 Physical fitness 1571-3.
 Pipelines, oil/gas 472.
 Pits/quarries 471, 482, 908-9, 912-3, 972-3.
 Police arbitration commission 451.
 Police auxiliary 452.
 Police cars 457-61.
 Police commissions 299.
 Police/court records 453.
 Police, municipal/regional 315, 359, 368.
 Police, provincial 315-7.
 Police weapons 332.
 Policing costs 315-7.
 Pollution, air 1800.
 Pollution, Great Lakes system 546, 1815,
 1933-4.
 Pollution, metal/chemical 777-8, 780-1,
 1798-9, 1821-2.
 Pollution, water 1819-22.
 Publications, government 2054-5.
 Pulp/paper 1019, 1851.
 Radiation, nuclear 872, 1887-8.
 Railways 1829.
 Research, labour 2039, 2042.
 Research, mining 914-5.
 Research, pollution/control 1860-3.
 Retarded persons 1210-1.
 Review boards/courts, assessment 263.
 Road salt 2295-6.
 Road/street lighting 2303-4.
 Roads boards 2316.
 Safety, air 560-1.
 Safety committees 884-5.
 Safety, farm 2048-50.
 Safety, mine 872, 950, 952.
 Safety, occupational 2048, 2056, 2059,
 2065-7.
 Sand/gravel 554-5, 908-9.
 Schools/courses, mining 842.
 Schools, medical 1116-7.
 Seatbelts 2272.
 Security guards, legislative 454.
 Sewage treatment 1811-2.
 Sewerage 1811-2, 1878, 1930, 1932-3, 1943.
 Silicosis 487, 797, 803, 2071-2.
 Smelters/refineries 794-6, 836-7, 841, 952.
 Social/family services 1173, 1178-9, 1210-1.
 Sports/athletics 1569-73.
 Stadiums/arenas 1568-9.
 Strikes/lockouts 2118.
 Students, foreign 1116-7.
 Students/graduates, university 1117.
 Stumpage dues 987, 1001, 1019-20.
 Subsidies, road 2318-20.
 Surveyors/surveys, land 530-1.
 SWEEP programme 527.
 SWORD programme 519, 528.
 Tax, mining/revenue 471, 474.
 Tax, sales 2196-8.
 Teachers, post-secondary 1636-7.
 Tires 2307.
 Tourist operators/outfitters 620.
 Transportation 2275.
 Tunnels 2283, 2330-3.
 Union Carbide Limited 1871-2.
 Union certification 2121.
 Vinyl chloride 1825, 1861-2.
 Vocational/trades training 1639-42, 2008.
 Wages/salaries 1759.
 Waste disposal 616-8, 1954-5.
 Waste, industrial/liquid 1851.
 Waste recycling 991, 1887-9, 1953-4.
 Water levels, Great Lakes 472-3, 483,
 544-6, 554.
 Water/services 836-7, 1889-90, 1930,
 1932-3, 1943-4.
 Welfare administrators/offices 1171.
 Welfare, municipal/regional 1178-9.
 Welfare recipients 1171.
 Women/girls 1989.
 Workers, construction 2010.
 Workers, handicapped/disabled 2073-5.
 Workers, mine 473, 797, 799-804, 836-7,
 841-3, 875, 950, 952.
 Workers, skilled 841-3, 1639-42, 2005.
 Workmen's compensation/board 2071-5.
 Workshops, sheltered 1366-7.

Hale, E. B. (Ministry of Solicitor General)

Task force, policing 356.

Hamilton, M. (P.C., Renfrew North)

Patronage 1568.

Havrot, Edward M. (P.C., Timiskaming)

Development Corporation, Northern
 Ontario 1023.

Forest industries/products 988-9, 1007-8.
 Forest regeneration/reforestation 1017-8.

Forest resources/management 1007-8,
 1017-8.

Highway/road maintenance 2309.

Jury fees 196.
Police cars 461.
Road signs/traffic lights 2310.

Sawmills 1008, 1023.
Tires 2307.
Workmen's compensation/board 2075.

Heagle, G. (Community and Social Services)

Consumer prices 1264.
Employment 1289, 1310-1.
Family/welfare benefits 1313.
Handicapped/disabled persons 1162.
Housing, public 1277-8.
Income groups, low 1264, 1311-4.
Income, guaranteed 1277, 1289-90, 1311,
1314-5, 1333.

Legal aid/clinics 1263.
Middle-age groups 1314-5.
Rent/control 1333.
Social/family services 1289-90.
Task force, income security 1289.
Unemployables 1314.

Hemmingway, A. (Colleges and Universities)

Science centres 1697-9.

Herridge, A. J. (Natural Resources)

Fishing, sport 778.
Forest industries/products 1023-5, 1028.
Forest regeneration/reforestation 987,
1018-9, 1024.
Forest resources/management 1018-9.
Foresters/forests division personnel 507.
Mine rescue/competition 1031.
Natural resources/management 507.

Pollution, metal/chemical 778.
Pulp/paper 1028.
Research, forestry 1018.
Sawmills 1023-5, 1028.
Stumpage dues 988.
Wildlife/management 760.

Hess, P. (Ministry of Labour)

Acme Screw and Gear 2156.
Contracts, union 2172-3.
Lawyers, Ontario government 2023.

Safety, occupational 2080.
Tourist operators/outfitters 2023-4.
Wages/salaries 2172-3.
Women/girls 2172-3.

Higham, G. E. (Ministry of Environment)

SWEEP programme 1804, 1806.

Hodge, J. D. (Transportation and Communications)

Transportation planning/studies 2368.

Hodgson, William (P.C., York North)

Road signs/traffic lights 2479.

Safety, highway 2479.
Speed limits 2479.

Humphries, R. H. (Transportation and Communications)

Certificates, mechanical fitness 2461.

Drivers, young 2480.

Driving record/demerit system 2480.

Inspectors/inspection, motor vehicles 2461.

Leasing, vehicles 2462.

Licences, PCV 2471-5.

Truckers/trucking industry 2462-3, 2469,
2471-5.

Hunter, J. (Community and Social Services)

Bursaries/scholarships 1284.

Hurst, M. S. (Fire Marshal)

Building codes/standards 399-400.

Fire codes 400.

Fire equipment/vehicles 393-6, 401.

Fire marshal 392-3.

Fire prevention/protection 394-402.

Firefighters/firefighting 397-8, 401-2

Insurance costs/premiums 402.

Hushion, D. E. (Ministry of Labour)

Accidents, industrial 2097.

Bankruptcies 2165.

Hours of work 2168-9.

Inspectors/inspection, safety 2097.

Publications, government 2054-5.

Research, labour 2032.

Safety, occupational 2097.

Ide, T. R. (Colleges and Universities)

Educational Communications Authority
1704-6, 1709-12.

Television, educational 1704-6, 1709-12.

Irizawa, K. K. (Natural Resources)

Compensation, farmers 761.

Conservation officers/game wardens 761,
764.

Fish/management 758.

Fishing, commercial 780.

Fishing, sport 763.

Hunting/trapping 760, 762, 765-6, 770-1.

Pollution, metal/chemical 780.

Wildlife/management 764.

Jackson, H. W. (Colleges and Universities)

Expropriation 1961-2.

Lawyers, Ontario government 1961-2.

Legislative procedures 1961-2.

Jackson, J. (Ministry of Environment)

Collective bargaining 1136.

Colleges of applied arts and technology
1133, 1619, 1650-1.

Research, education 1619-20.

Schools, nursing 1650-1.

Statistical centres/services 1134.

Student enrolment 1619.

Students/graduates, CAAT 1133.

Jacobsen, P. (Community and Social Services)

Publications, government 1268.

Jefferies, J. (Ministry of Environment)

Motor vehicle exhaust emissions 1847-8.

Pollution, air 1847-8.

Jeffs, D. (Ministry of Environment)

Water/services 1910.

Jessiman, James H. (P.C., Fort William)

Grants, sports 1540-1.

Sports/athletics 1539-42.

Peat 909.

Jewett, G. A. (Natural Resources)

Accidents, mine 967.

Mines/mining 830-1, 833, 864, 872, 941,
967-9.

Cancer/patients 799-800.

Noise levels/control 874.

Fatalities/deaths 967.

Offshore rights 910.

Gas, natural 910.

Radiation, nuclear 872.
Research, mining 914-5.

Health, industrial 830-1, 833, 872, 942.

Safety, mine 872, 967-9.
Smelters/refineries 795.

Inspectors/inspection, mining 800, 830-1.

Minerals/ores 795.

Workers, mine 799-800, 830-1, 833.

Johnston, G. H. (Transportation and Communications)

Air services/aviation 2417-8.

Expressways 2422.

Aircraft, STOL/VTOL 2417-8.

Airports/airstrips 2416-9.

Highway interchanges/intersections 2422.

Citizens groups/participation 2416.

Johnston, L. M. (Colleges and Universities)

Apprentices/apprenticeship 1656-7.

Pensions/pension plans 1073.

CAAT governors/boards/councils 1622.

Research, education 1621-3.

Collective bargaining 1634-5.

Schools, nursing 1650.

Colleges of applied arts and technology
1130-2, 1607, 1609, 1612, 1621-2, 1638,
1644-6, 1650.

Teachers, post-secondary 1607, 1609,
1634-5.

Librarians 1625.

Universities/colleges 1073.

Licences, trades, provincial 1642.

Wages/salaries 1607, 1609.

Johnston, R. D. (Ministry of Labour)

Accidents, industrial 2077, 2079, 2084, 2087, 2098.

Arbitration/boards 2090, 2136-8.

Collective bargaining 2003.

Contracts, union 2003, 2125.

Health, industrial 2071.

Hours of work 2033, 2157-8.

Human rights code/commission 2142, 2144-5, 2154.

Inspectors/inspection, safety 2082, 2088.

Insurance, health, private 2145-6.

Labour Relations Board 2134.

Labour safety council 2051-3, 2084.

Lawyers, Ontario government 2022.

Manpower services, provincial 2004, 2006-7.

Pensioners 2034-5.

Pensions/pension plans 2040.

Publications, government 2054.

Research, labour 2029-30, 2032.

Safety committee 2091.

Safety, farm 2048-50.

Safety, occupational 2048, 2051-3, 2060, 2077, 2079-82, 2087-8, 2090.

Union certification 2123-4, 2134.

Vocational/trades training 2008.

Wage, minimum 2030.

Wives/husbands, common-law 2144-6.

Women/girls 1988-9.

Workers, construction 2007.

Workers, older 2043-4.

Workers, skilled 2007.

Youth employment programmes 1995-6, 2013, 2015, 2017-9, 2055.

Keenan, J. W. (Natural Resources)

Accidents, water 748.

Campsites/camping 705-6.

Canals 707-8.

CORDS study 669-70.

CORTS study 669.

Dikes/diking 680.

Emergency/first aid services 748.

Historical sites/buildings 742, 748-50.

Land acquisition, natural resources 667.

Land development 737, 739, 741.

Landfill 700.

Marinas 741.

National Heritage Ltd. 711, 726.

Old Fort William 709-12, 726.

Parks, municipal/regional 680.

Parks, provincial 667, 700, 704-6, 748.

Planning, recreational 737, 739, 741.

Recreation/facilities 669-70.

TORPS study 669-70.

Tourist attractions 670.

Wilderness areas 733-4, 736.

Kennedy, R. Douglas (P.C., Peel South)

Airports/airstrips 2418.

Kerr, Hon. G. A. (P.C., Solicitor General)

Aircraft, police 454-7.

Computers 441.

Coroners/inquests 281-2.

Crime, organized 297-8.

Criminology/centres 341-2, 355-6.

Crowd control 418-9.

Crown attorneys 308.

Detectives, private 407-12.

Dogs, trained 412-3.

Drug trafficking 284.

Electronic bugging 283, 299, 333.

Emergency/first aid services 369-70.

Emergency measures 281, 374-6, 378-9, 383-8.

Expense accounts/travel expenses 317-8.

Fingerprinting 300, 313.

Fire equipment/vehicles 390-2, 400-3.

Fire marshal 282, 391.

Fire prevention/protection 400-4.

Firearms 319-22, 328.

Firefighters/firefighting 397-8, 400.

Flooding/control 386-8.

FLQ 387.

Forensic centre/personnel 281, 371-2.

Government spending 336-44.

Indian bands/people 450-1.
 Indian police 314-5, 450-1.
 Information services, government 336-8,
 342-3, 351-2.
 Insurance costs/premiums 403.
 Judges 299-300, 447.
 Jury fees 282, 301-2.
 Law enforcement 281-4, 297-303.
 Legal aid/clinics 325-6.
 Licences, gun 320-2.
 Minorities/ethnic groups 301, 342.
 Offenders, young 329.
 Parking facilities/tickets 413.
 Picketers/picketing 307, 415.
 Pinball machines 286, 298.
 Police 418-22, 424.
 Police arbitration commission 451.
 Police auxiliary 452.
 Police, bilingual 301.
 Police brutality/harassment 424-7, 442-4.
 Police cars 457-61.
 Police college 283.
 Police commissions 282-3, 299-300, 306-7,
 431-2, 446-9.

Police communications/facilities 282-3.
 Police complaint bureau 283, 423-7.
 Police/court records 300, 313, 329, 453.
 Police information/centres 283, 432.
 Police interrogation 325-7.
 Police, municipal/regional 282-3, 305-8,
 325-6, 332, 359-61, 418-9, 426, 431.
 Police, provincial 281-4, 302, 314-7.
 Police, Royal Canadian Mounted 328.
 Police training/qualifications 463.
 Police, university 332.
 Police weapons 332, 462.
 Policing costs 302-3, 314-7.
 Research, criminology/policing 340-1,
 352-6.
 Security guards 284, 407-15.
 Security guards, legislative 454.
 Strikebreakers/strikebreaking 408-9.
 Sunday observance 323-4.
 Task force, policing 339-41, 345-6, 352-4,
 359-61, 418-20, 424, 427 446-50.
 Traffic violations 445-6.
 Translators/interpreters 342.
 Women/girls 335.
 Women's liberation 335.

Kerridge, L. (Colleges and Universities)

Apprentices/apprenticeship 1657-9.	Retraining 1647.
Education, adult 1654.	Vocational/trades training 1657-9.
Manpower services, provincial 1647.	

Kidd, F. J. (Colleges and Universities)

Advertising/publicity 1067.	Statistical centres/services 1081.
Grants, education/academic 1071, 1084.	Universities/colleges 1065.
Loans/grants, students 1663.	

Kinley, J. R. (Ministry of Labour)

Alcohol abuse/addiction 2009.	Research, labour 2024-35, 2039, 2044-5.
Collective bargaining 1995-6, 2003.	Union certification 2122, 2134.
Contracts, union 2003.	Wage, minimum 2030-1.
Hours of work 2033.	Wages/salaries 2026.
Manpower services, provincial 2005.	Workers, skilled 2005.
Pensions/pension plans 2039-40, 2045, 2047.	Working conditions 2024.

Lane, John (P.C., Algoma-Manitoulin)

Police, municipal/regional 368.

Lane, W. (Colleges and Universities)

Radio, Ryerson 1715-20.	Universities/colleges, open 1715, 1719.
-------------------------	---

Langdon, W. H. (Ministry of Attorney General)

Courts, juvenile/family 174.
Crown attorneys 171-2, 174-8.

Plea bargaining/discussions 175, 178.

Latornell, A. D. (Natural Resources)

Conservation authorities 584, 635-6, 638-40,
644, 647-8, 653-6.

Flooding/control 644.

Erosion/control 655.

Land subdivision 584.

Laughren, Floyd (N.D.P., Nickel Belt)

Advertising, government 1683.
Art galleries 1703.

Basic income unit 1049-50.

CAAT governors/boards/councils 1051-2,
1614-6, 1622, 1624, 1631-7.

Chemical spillage/leakage 1881.

Child care/welfare 1371-3, 1377-81.

Collective bargaining 1136-7, 1631-7.

Colleges of applied arts and technology
1048-53, 1131-6, 1611-27.

Committee procedures 1605.

Communications/services 2383.

Conservation authorities 542-3.

Council, university affairs 1129.

Crown corporations/agencies 887-8.

Crown land 544.

Daycare/centres 1371-3, 1377-81, 2022.

Education, audio-visual 1101.

Education costs/fees 1053.

Educational Communications Authority
1709-12.

Exploration/prospecting 888.

Family welfare/benefits 1344.

Flooding/control 542.

Grants, education/academic 1098-100.

Grants, library 1721.

Health, industrial 890-1, 2067-8.

Highways/roads, northern 589-90.

Hours of work 2019.

Housing 508-10.

Hunting/trapping 756.

Income groups, low 2020.

Industries, primary/resource 887-8, 892-7.

Industries, secondary 887-8.

Inspectors/inspection, mining 891-2, 939.

International Nickel Co. 589-90.

Labour-management relations 2021.

Librarians 1625-6.

Libraries 1059-61, 1063, 1689-93, 1721.

Loans/grants, students 1663-9.

Minerals/ores 886-9, 892.

Mines/mining 798, 803, 806, 889-92, 939.

Mothers, unmarried 1344-5.

Municipalities, unorganized 509-10.

Natural resources/management 508-10,
886-8.

Natural resources personnel 508-10.

Northern affairs officers/offices 526.

Northern Ontario affairs 1100-1.

Outreach Ontario programme 1703.

Pollution, water 1881.

Rail passenger service 2277-8.

Railways 2276-8.

Research, education 1619-23.

Reservoirs, water 542-3.

Retarded persons 1344.

Roads to resources 596.

Safety, mine 889-91.

Schools, bilingual 1054-6.

Schools, medical 1100.

Sewage disposal 510.

Sewage treatment 1881.

Silicosis 798, 889.

Statistical centres/services 1134-5.

Student enrolment 1616, 1619.

Students/graduates, CAAT 1134.

Students/graduates, secondary school
1664-6.

Students, part-time 1666-9.

Tapes/cassettes 1092-3.

Tax, mining/revenue 886-8, 891.

Teachers, post-secondary 1051-2, 1614-6,
1631-7.

Telephone service 2383.

Television, educational 1092-3, 1709-12.

Transit, public/rapid 2278.

Tuition fees 1664-6.

Universities, bilingual 1098-100.

Universities/colleges 1047-56, 1059-61,
1610-1.

Universities/colleges, open 1049, 1055,
1132-3, 1136, 1612-4, 1654-5.

University courses/degrees 1092.

University faculties 1123.

University faculty-student parity 1101-3.

Water/services 510, 1881-3.

Women/girls 1054, 1372-3.

Workers 2019-21.

Workers, handicapped/disabled 2020.

Workers, mine 798, 803, 806, 889-91.

Workers, unorganized/underpaid 2019-21.

Lawlor, Patrick (N.D.P., Lakeshore)

- Accidents, motor vehicle 238.
- Appeals from statutory tribunals 47.
- Banks/banking 2256-7.
- Betting, offtrack 32-3.
- Bilingual services, government/courts 138.
- Bills, drafting of 183-5, 187-8, 191-2.
- Business competition/practices 60-2.
- Cabinet/management board 23-5, 32.
- Civil rights 46-7.
- Collective bargaining 2116-7.
- Compensation, crime victims 272-4.
- Compensation, expropriation 268-70.
- Compensation, vendors (sales tax) 2213-4.
- Conciliation/mediation 2116-7.
- Constitution 60-2.
- Consumer protection 9.
- Correctional institutions 11.
- Court costs 118.
- Courthouses/court facilities 223.
- Courts 8-9, 61-2.
- Courts, administration of 80-3, 95-6, 203-8, 214-6, 219-20, 228, 249-250.
- Courts, division/small claims 128-9, 249-50.
- Courts, juvenile/family 9, 37.
- Courts, provincial/county/district 228, 249, 257-9.
- Courts, supreme/high 152, 228.
- Courts, surrogate 250-1.
- Crime, organized 295.
- Criminology/centres 351, 362-5.
- Crown attorneys 168-70, 172, 174-8, 227-8.
- Disclosure, public/financial 73.
- Divorces/separations 119, 238.
- Dow Chemical Co. 164-5.
- Drivers, motor vehicle 137-8.
- Drug abuse/addiction 257-8.
- Emergency measures 386-7.
- Estates/wills 151-2.
- Expropriation 268-70.
- Family/property law 6, 96, 100-1, 111.
- Federal-provincial affairs 60-2.
- Fines/penalties 11, 81-2, 137-8.
- Flooding/control 386-7.
- FLQ 387.
- Forensic centre/personnel 371.
- Government spending 74, 346.
- Grants, education/academic 1071.
- Guardian, official/ad litem 147-8.
- Hearings, expropriation 268-70.
- Hospitals, psychiatric/mental 132-3.
- Housing/land prices 2211.
- Housing/land speculators 9.
- Inspectors/inspection, legal offices 203.
- Insurance, motor vehicle 6-7.
- Judges 204-8, 214-6, 229, 297.
- Judges, provincial/county/district 228, 250-1, 255, 257.
- Judges, supreme/high court 228.
- Juries/jury system 202-3.
- Jury fees 195.
- Justice, administration of 4-12, 23-5, 32, 46-7, 74-5.
- Justices of the peace 255-6, 258.
- Labour-management relations 2116-7.
- Law enforcement 293-7, 305-6, 362-6.
- Law foundation 118, 124, 135.
- Law reform/commission 8-10, 95-7, 111.
- Law society 132, 135.
- Lawyers' fee/salaries 135-6.
- Leasing/leases 96, 111.
- Legal aid/clinics 117-9, 121-2, 124-6, 128-30, 132-6.
- Liens 96, 111, 119.
- Mental health/illness 132-3.
- Mortgages/companies 2205.
- Municipal Board, Ontario 276-8.
- Ombudsman 11, 46-7.
- Pensioners 172.
- Plea bargaining/discussions 174-5, 178.
- Police 10-1, 362-6.
- Police commissions 10-1, 294, 297, 305-6, 313.
- Police interrogation 327.
- Police, municipal/regional 305-6, 313, 315, 327.
- Police, provincial 313.
- Policing costs 295-6, 313-5.
- Powers of attorney 96.
- Provincial savings office 2256-7.
- Public trustee 151-2.
- Publications, government 75-6.
- Quorum 140-1.
- Reports, annual, re 294.
- Research, justice 82-3.
- Review boards/courts, assessment 264.
- Sheriffs 245.
- Statutes/regulations, Ontario 183-5, 187-8, 191-2.
- Students/graduates, law 128-9, 170.
- Sunday observance 73.
- Systems/procedures, government 80-3.
- Task force, legal aid 122, 124-5, 128, 130.
- Task force, policing 356, 360, 362-3, 366.
- Tax credits/rebates 2246-50.
- Tax exemptions 2210-1.
- Tax, land speculation 2206-7.
- Tax, land transfer 2205, 2210-2.
- Tax, sales 2213-4, 2250.
- Traffic violations 259-60.
- Union certification 2128-9.
- Universities/colleges 1068.
- Wages/salaries 76-8.
- Warranties/guarantees 96, 111.
- Workers 2116-7.

Lawrence, A. B. R. (P.C., Carleton East)

Appeals from statutory tribunals 42.

Justice, administration of 32, 42.

Cabinet/management board 32, 35-6.

Ombudsman 42.

Leach, A. F. (Transportation and Communications)

Service centres, highway 2421-2.

Lee, T. E. (Natural Resources)

Campsites/camping 699, 735.
Cottagers/cottages 699-700.

Marinas 699.

Farms/farm lands 701-2.

Parks, provincial 699-702.
Planning, recreational 739-40.

Land development 739-40.
Landfill 702.

Sewage treatment 701.

Wilderness areas 733-6.

Lewis, R. (Office of the Speaker)

Clerk, Legislative 1779-80.

Political parties/party system 1780.

Election officers/poll clerks 1782-3.

Speaker, re the 1777-82.

Lewis, Stephen (N.D.P., Scarborough West)

Cancer/patients 809, 929-30, 933-4.
Child care/welfare 1446-50, 1460-1,
1476-82.
Children, adopted/foster 1460-3.
Children, disturbed/mentally ill 1446-50.
Civil servants, senior 828.
Committee procedures 815-8.
Committee, resources development 815-8,
942-8, 952.

Daycare/centres 1413-6, 1450, 1476-82.
Deaf/hard of hearing 935, 940.
Doctors 807.

Expropriation 1947-9, 1961-5.

Farms/farm lands 1939, 1947-9.

GO Urban system 2350-2, 2355, 2357-61.

Health, industrial 915-30, 933-6, 940-1.
Hydro commission 1963-5.
Hydro power/lines 1947-9.

Inspectors/inspection, mining 907, 918-29,
934, 940.

Krauss-Maffei 2350-2, 2355, 2357-61.

Land acquisition, housing 1939.
Legislative procedures 1961-5.

Mines/mining 807-9, 828, 915-30, 933-6,
939-41.

Mini-Skools Ltd. 1480.

Radiation, nuclear 916-7, 921-2.
Records, adopted children 1462-3.

Safety committees 915-6, 933-5.
Safety, mine 916-30, 933-6, 940.
Sewage treatment 1940.
Sewerage 1939-40.
Silicosis 809, 832, 918-30, 941.

Water/services 1939-40.

Workers, mine 807-9, 815-6, 818, 828, 832,
915-30, 933-6, 940-1.

Lockwood, J. W. (Natural Resources)

Farm woodlots 990.
Forest regeneration/reforestation 986-7,
1016-7.
Forest resources/management 985-7,
1016-7, 1031.
Foresters/forests division personnel 985.

Pulp/paper 1024.

Research, forestry 1031.

Sawmills 1024.

Loftus, K. H. (Natural Resources)

Fish/management 758-9, 769, 786-90.
Fishing, commercial 786-7.
Fishing, sport 758-9.

Pollution, water 769.

Lovlin, A. W. (Ministry of Solicitor General)

Computers 441-2.

Police, provincial 439-40.

Police communications/facilities 439-40.

Research, criminology/policing 441-2.

Lucas, D. M. (Ministry of Solicitor General)

Forensic centre/personnel 372-3.

MacBean, R. R. (Natural Resources)

Foresters/forests division personnel 506.

Natural resources personnel 493.

Licences, hunting/fishing 759.

Water levels, inland 540.

Natural resources/management 502, 511.

MacBeth, Hon. J. P. (P.C., Minister of Labour)

Accidents, industrial 2077-8, 2083, 2087,
2097-9.

Alcohol abuse/addiction 2009.

Apprentices/apprenticeship 2008.

Arbitration/boards 1986, 2139.

Bankruptcies 1990, 2164-6.

Child care/welfare 149.

Children, working 1984-5, 1993.

Civil servants 1985-6.

Collective bargaining 1985-6, 1995, 2040-1,
2107, 2111, 2117.

Conciliation/mediation 2107-8, 2117.

Contracts, union 2001-3, 2124-5.

Court costs 121.

Credit unions 2046.

Crime, organized 2009-10.

Crown attorneys 167, 170.

Dominion Wire Co. 2139-40.

Forest rangers, junior 2175.

General Steel Wares 2092-5.

Guardian, official/ad litem 148-9.

Hate propaganda 2151-2.

Health, industrial 2067-8, 2071-3, 2092-6.

Hours of work 2166-8.

Human rights code/commission 2141-3,
2151-2, 2154.

Industries, shutdown 2139-40.

Inflation 2001-3.

Inspectors/inspection, safety 2012, 2059-61.

Jury fees 2171.

Justice, administration of 45.

Labour-management relations 1970-1,
1984-7, 1995, 2110-1.

Labour safety council 2052.

Law reform/commission 105-6.

Lawyers 2130.

Legal aid/clinics 121-2, 130.

Manpower services, provincial 2003-5.

Metric system 2041-2.

Municipal Board, Ontario 276.

Ombudsman 45.

Pensions/pension plans 2039-41, 2045-7,
2075, 2146-7.

Police, university 332-3.

Police weapons 332.

Publications, government 75, 2055.

Recidivists/recidivism 121-2.

Research, labour 2027-9, 2039.

Safety committees 2085-2090-1.

Safety, farm 2048-9, 2052.

Safety, occupational 1970, 2012, 2052,

2056-61, 2067, 2077-83, 2085, 2087-90,
2099-100.

Severance pay 2164-6.

Silicosis 2071-2.

Strikes/lockouts 2118.

Union certification 1987, 2120-3, 2125, 2134.

Vacations/holidays with pay 2169-70.

Vocational/trades training 2008.

Wage, minimum 1993, 2170-1, 2175.

Wives/husbands, common-law 2145.
Women/girls 1971, 1987-90, 2186-9.
Workers, construction 2010.
Workers, farm 1984-5.
Workers, handicapped/disabled 2074.

Workers, women 2186-9.
Workmen's compensation/board 1971-2,
2071-2, 2074.
Youth employment programmes 2017-8.

MacCoy, D. (Community and Social Services)

Children, retarded 1592-3.
Employment, retarded 1595-6.
Homes for special care 1586.
Retarded, associations for 1582, 1592-3.

Retarded, facilities for 1581-3, 1586,
1592-3.
Retarded persons 1581-3, 1586, 1592-3,
1595-6.
Workshops, sheltered 1595-6.

MacDonald, Donald C. (N.D.P., York South)

Civil service 1755, 1758, 1760.
Committee, resources development 954-5.
Elections/by-elections 1755.
Mines/mining 954.

Planning, Programming, Budgeting system
1771-2.
Purchasing, central 1765-6.
Purchasing, government 1765-6.
Wages/salaries 1758, 1760.

Macdonald, J. K. (Community and Social Services)

Child care/welfare 1353, 1456-7.
Children, adopted/foster 1491.
Children, disturbed/mentally ill 1447, 1449.
Children's aid societies 1456-7.

Children's boarding/group homes 1353,
1444-5.
Social workers/agencies 1456-7.

MacDougall, D. (Transportation and Communications)

Advertising/publicity 2451-2.
Air carriers, regional 2435, 2440-1.
NorOntair 2435, 2440-1.

Ontario Northland Railway/Commission
2452, 2454-5.
Rail passenger service 2456-7.
Subsidies, railway 2456-7.

Macfarlane, C. (Ministry of Environment)

Feed processors, animal 1919-20.
Fertilizers 1865-6.

Waste, industrial/liquid 1919-20.

Maeck, Lorne (P.C., Parry Sound)

Air carriers, regional 2446.
Committee procedures 816.
Committee, resources development 816, 945.
Construction, highways/roads 2312.

Parks commissions 731-2.
Roads, county/township 2393.
Subsidies, road 2393.
SWEEP programme 1807.

Martel, Elie W. (N.D.P., Sudbury East)

Accidents, mine 965-7.
Advertising, government 1196-7.
Aged, homes for 1483-6.
Aged/senior citizens 1483-7.
Athletics commissioner/commission
1558-60.

Bills, drafting of 185, 188-90.
Cancer/patients 825-6, 832-3.
Child care/welfare 1379-81, 1384-5, 1395-7,
1451-63, 1469.
Children, adolescent 1272-3.

Children, adopted/foster 1272-3, 1451-63.
 Children, disturbed/mentally ill 1451-2.
 Children, underprivileged 1323-6, 1328, 1332, 1419-23.
 Children's aid societies 1451-63, 1469.
 Children's boarding/group homes 1280.
 Committee procedures 1467-8.
 Committee, resources development 943-4, 946.
 Community centres 1565-6.
 Community services 1503.
 Conservation authorities 543-4.
 Consumer prices 1264-6.
 Cottagers/cottages 590.
 Council, daycare 1433-4.
 Courthouses/court facilities 197-9.
 Crown attorneys 169.
 Crown land 539.
 Daycare/centres 1379-81, 1384-8, 1391-2, 1395-407, 1413-23, 1433-8.
 Deaf/hard of hearing 820-1, 825, 850-61, 874-5, 880-1, 940-1.
 Decentralization/centralization, government 1176, 1186-9.
 Dietitians/nutrition 1181, 1237-40, 1244, 1248-52, 1256, 1321-2.
 Doctors 835.
 Draegermeters 872.
 Employment 1310-1.
 Employment, welfare recipients 1199-200, 1237, 1273-4, 1278.
 Estimates, re the 1141.
 Exploration/prospecting 489.
 Falconbridge Nickel Co. 586-7, 589.
 Family, single parent 1237, 1300-4.
 Family/welfare benefits 1148-55, 1162-3, 1256-7, 1294-5, 1300-7, 1312-4, 1322-9, 1332, 1336-9, 1343.
 Fatalities/deaths 965.
 Fines/penalties 1802.
 Fire equipment/vehicles 401.
 Flooding/control 543-4.
 Food costs 1256-7.
 Food prices 1255-6, 1264-7.
 Forest rangers, junior 520-1.
 Foster parents/homes 1323-6.
 Grants, community projects/centres 1557.
 Grants, social service 1361.
 Grants, sports 1552.
 Handicapped/disabled persons 1298-9, 1362-6.
 Handicapped, facilities for 1365-6.
 Health, industrial 819-27, 831-4, 850-61, 879, 882-3.
 Highways/roads, northern 589.
 Housing 510-1.
 Housing/land prices 589-90.
 Housing renewal programmes 510-1.
 Housing, rental 1291.
 Immigrant services 1156-7, 1499-502, 1508-10.

Income groups, low 1264-7, 1291, 1306, 1311-4, 1406-7, 1413-4.
 Income, guaranteed 1149, 1151, 1153-4, 1162, 1291-5, 1299-300, 1311, 1315-7.
 Indian bands/people 1537.
 Indian commercial projects 1537.
 Indian poverty/welfare 1199-200.
 Industries, secondary 1276, 1418.
 Information services, community/public 1155-8.
 Information services, government 514-5, 1155-7, 1501.
 Inspectors/inspection, mining 819-27, 829-35, 851, 882, 939-40.
 Integration, ethnic/cultural 1508-13.
 International Nickel Co. 587-9.
 Jury fees 194-6.
 Labour safety council 2051.
 Land development 586-91.
 Land ownership/leasing, foreign 594-5.
 Land patents 586-92, 597.
 Land, recreational 594-7.
 Languages/instruction 1509-13.
 Leasing/leases 586-91.
 Legal aid/clinics 1263.
 Littering/cleanup 515.
 Members'/ministers' facilities 190.
 Middle-age groups 1149, 1314-6.
 Mines/mining 486-7, 586-92, 799, 807, 809, 819-27, 831-5, 842, 849-61, 863-5, 873-5, 882, 939-40, 965-70, 1825-6, 1878-90.
 Mini-Skools Ltd. 1435.
 Minorities/ethnic groups 1508-14.
 Mother's allowance 1419-23.
 Mothers, unmarried 1304-5.
 Mothers, working 1300-7, 1311-3.
 Municipalities, unorganized 510-1.
 Natural resources personnel 518.
 Noise levels/control 850-61, 863-5, 869, 873-5, 879-80, 1878-90.
 Northern affairs officers/offices 524-6.
 Old Fort William 719-20.
 Parks, federal-provincial 1199-200.
 Pensions/pension plans 835, 1315, 2046.
 Pits/quarries 971.
 Planning, economic 1880-1.
 Pollution, air 1825-6, 1836-46, 1873-5.
 Pollution index/monitoring 1836-46, 1873-5.
 Pollution, water 1845-6.
 Publications, government 514-5.
 Railways 2395-6.
 Records, adopted children 1453-4, 1462-3.
 Rehabilitation 1298.
 Rent/control 1291, 1321, 1423.
 Research, economic/social 1167-9, 1273.
 Retarded persons 1361-4.
 Retraining 1298.
 Review boards, welfare 1203-8.
 Roads, county/township 2396-9.
 Roads, municipal/regional 2391-2.

Roads, private 502-3.
 Roads to resources 576-7, 596.
 Room/board 1316-7.
 Safety committees 882-3.
 Safety, mine 822-4, 827, 834, 849-61, 869,
 873-4, 877, 881-3, 965-8, 971.
 Safety, occupational 2051.
 Safety, sports 1558-60.
 Sand/gravel 591-3.
 Schools/courses, mining 842.
 Schools, secondary 1417-9.
 Sewerage 1875-8.
 Shelter/fuel allowances 1321.
 Silicosis 486-7, 799, 807, 821, 824-5, 832-3.
 Smelters/refineries 850-1, 873-4.
 Social/family services 1147-57, 1185-95,
 1236-7.
 Social workers/agencies 1326-7, 1456-8.
 Sports/athletics 1555-60.
 Squatters 591-2.
 Stadiums/arenas 1555-7.
 Statutes/regulations, Ontario 185, 188-90.
 Students/graduates, secondary school
 1417-9.
 Students/graduates, university 1075.
 Subsidies, road 2391-2, 2396-9.
 Surveyors/surveys, land 592-3.
 SWEEP programme 1805-6.
 Tax, mining/revenue 489, 849, 970.
 Tax, property 576-7.
 Teachers, foreign 1070, 1074-5.

Traffic violations 197.
 Transportation 967-8.
 Transportation costs/fares 1403-4.
 Transportation planning/studies 2391.

Unemployables 1314-5.
 Unemployment/layoffs 969-71.
 Union, mine/mill workers 872-3, 881-2.
 Universities/colleges 1069-70, 1075.
 University faculties 1073-5.
 University presidents/council 1069-70,
 1075.

Vinyl chloride 1825.

Wage, minimum 1275-6.
 Water/services 819, 1875-7.
 Welfare administrators/offices 1172,
 1336-9.
 Welfare assistance, general 1148, 1152-5,
 1194-5, 1343-4.
 Welfare councils 1283-4.
 Welfare, municipal/regional 1154-5, 1172,
 1175-6, 1179, 1189.
 Welfare recipients 1170, 1175-6, 1192-4,
 1196-7, 1199-200, 1248, 1256, 1419-20.
 Welfare supplements 1154-5, 1169-70, 1176,
 1192, 1202-3, 1336-9.
 Women/girls 1563.
 Workers, casual/temporary 518.
 Workers, mine 799, 807, 819-27, 832-5, 842,
 850-61, 872-6, 880-1 939-40, 969-70.
 Workmen's compensation/board 877, 880-1.
 Workshops, sheltered 1361-5.

Martyn, D. R. (Community and Social Services)

Community services 1500, 1503-5.
 Festivals 1504-5.
 Immigrant services 1497-501.
 Indian bands/people 1519-21, 1526.
 Indian commercial projects 1520.
 Indian friendship/youth centres 1519-21,
 1526.
 Information services, government 1500,
 1504.

Integration, ethnic/cultural 1506, 1511.
 Languages/instruction 1512.
 Loans/grants, Indian groups 1519-21.
 Minorities/ethnic groups 1504-5, 1511.
 Welcome House 1497-9.
 Youth in Action 1553.

McCullough, J. D. (Colleges and Universities)

Arts councils 1730.
 Grants, cultural 1729-30.

Outreach Ontario programme 1703, 1736.

McGinn, J. (Natural Resources)

Campsites/camping 619.
 Crown land 619.
 Dredging 554.
 Land patents 588.
 Land use/planning 602.

Leasing/leases 588.
 Mines/mining 588.
 Mining claims/rights 609.
 Sand/gravel 554.

McIlveen, Dr. Charles E. (P.C., Oshawa)

Conservation authorities 636-8, 642.
Cottagers/cottages 677-80.
Hunting/trapping 770-1.
Leasing/leases 677-80.

Licences, hunting/fishing 770.
Parks, provincial 677-80.
Wildlife/management 770.

McKnight, J. E. (Community and Social Services)

Assistance Plan, Canada 1327-8.

Foster parents/homes 1327-8.

McLean, D. D. (Natural Resources)

Gas, natural 913-4.

Oil production 913.

McLellan, E. M. (Ministry of Labour)

Counselling services 2185, 2189-90.

Women/girls 2182-92.

Daycare/centres 2184.

Workers, women 2182-92.

Information services, government 2190.

McLellan, G. (Community and Social Services)

Aged, homes for 1370.

Handicapped/disabled person 1368-70.

Child care/welfare 1352, 1459-60.

Children, adopted/foster 1459-60, 1489-90.

Children's boarding/group homes 1352,
1444.

Children's institutions 1444.

Citizen groups/participation 1423-6.

Daycare/centres 1414-5, 1422-6, 1434-5.

Mini-Skools Ltd. 1434-5.

Mother's allowance 1422-3.

Unemployment insurance/commission 1424.

Welfare councils 1283.

Workshops, sheltered 1369.

McNair, J. (Ministry of Labour)

Accidents, industrial 2083-7, 2097-8.

Inspectors/inspection, safety 2083-6, 2088,
2099.

General Steel Wares 2094-5.

Safety committees 2091.

Health, industrial 2072-3, 2091-2, 2096.

Safety, occupational 2078, 2081, 2083-6,
2088, 2091.

McNie, Hon. J. (P.C., Minister without Portfolio)

Hansard/reporting service 1779.

McTavish, D. (Ministry of Environment)

Food processors/products 1935.
Ford Motor Co. 1834-5.

Pollution, air 1834-5, 1935.

Mecredy, C. (Colleges and Universities)

Publishers, Canadian 1686-8.

Subsidies, book publishers 1686-8.

Meen, Hon. A. K. (P.C., Minister of Revenue)

Assessment, farm 2237.
Assessment, mobile homes 2217-9.
Assessment/reassessment 2219-26, 2234,
2240-1.
Assessors 2241.

Banks/banking 2256-8.

Compensation, vendors (sales tax) 2197-8,
2213-4.

Enumerators/enumeration 2227-9.

Housing, apartment 2212-3.

Housing/land prices 2211.

Housing, rooming 2212.

Income, guaranteed 2242-6, 2251-3.

Minorities/ethnic groups 2242-3.
Mortgages/companies 2204-5.

Provincial savings office 2253-6.
Publications, government 2242-3.

Review boards/courts, assessment 2223-4,
2233.

Tax collection 2198-201.

Tax credits/rebates 2247-50.

Tax exemptions 2208-11.

Tax, land speculation 2202-7, 2212-3.

Tax, land transfer 2202-11.

Tax, sales 2197-201, 2213-6, 2250.

Trailers/mobile homes 2217-9.

Melinyshyn, W. S. (Transportation and Communications)

Construction, highways/roads 2312.

Mills, G. H. (Ministry of Environment)

Pollution, Great Lakes system 1934.

Pollution, water 1845-6.

Moore, R. E. (Ministry of Environment)

Pollution, air 1843-4, 1846.

Pollution index/monitoring 1843-4, 1846.

Moritsugu, F. (Community and Social Services)

Community services 1502.

Minorities/ethnic groups 1502.

Immigrant services 1498-9, 1502.

Integration, ethnic/cultural 1506.

Welcome House 1498-9.

Morningstar, Ellis P. (P.C., Welland)

Colleges of applied arts and technology
1652.

Social/family services 1188, 1191.

Mulholland, G. (Natural Resources)

Information services, government 512-3,
515.

Littering/cleanup 517.

Publications, government 515, 517.

Mulrooney, F. (Community and Social Services)

Review boards, welfare 1201, 1205, 1207.

Mulvaney, N. (Ministry of Environment)

Fines/penalties 1801-2.

Lawyers, Ontario government 1801.

Murray, J. W. (Natural Resources)

Conservation authorities 639, 644, 648-9,
659.

Flooding/control 644, 648-9, 659.

Reservoirs, water 659.

Newman, Bernard (L., Windsor-Walkerville)

Accidents, industrial 2087.
Advertising, government 1197, 1268.
Advertising/publicity 1871.
Aged/senior citizens 1487-8.
Aircraft, police 455-6.
Apprentices/apprenticeship 1652-3, 1655-7.
Asbestos/asbestosis 1891.

Basic income unit 1041-3, 1067.
Bills, drafting of 189.
Bursaries/scholarships 1126-7, 1284, 1674.

CAAT governors/boards/councils 1653.
Children, retarded 1438-9.
Citizen groups/participation 1514.
Collective bargaining 1044-5, 1637-8.
Colleges of applied arts and technology 1638.
Conservation authorities 548.
Containers, returnable/non-returnable 1956-7.
Court reporters 193-4.
Courthouses/court facilities 193.

Daycare/centres 1438-40.
Dredging 612.

Education, adult 1654.
Education costs/fees 1076-7.
Employment, retarded 1599-600.
Employment, summer/student 1679-85.
Employment, welfare recipients 1273-4.

Family, single parent 1229.
Fishing, commercial 779-80.
Fishing, sport 779.
Flooding/control 547-8.
Ford Motor Co. 1834-5.
Forest rangers, junior 518-21.

Grants, community projects/centres 1553-5.
Grants, cultural 1729, 1731.
Grants, social service 1285.
Grants, sports 1542-4, 1552.

Handicapped/disabled persons 518, 520, 1367-9, 1441.

Handicapped, facilities for 1368-9.
Health, industrial 2091-2, 2095-6.
Historical sites/buildings 741-2.
Homes for special care 1586, 1600.
Hospital costs 1584-6.
Hospital schools, retarded 1599.
Hours of work 2033-4, 2167-8.
Housing, public 1229-30.
Housing, student 1638-9.
Human rights code/commission 2154.

Income groups, low 1306.
Income, guaranteed 1293.
Indian bands/people 1526.
Information services, government 516-7.
Insurance, flood relief 547-8.
Integration, ethnic/cultural 1513-4.
International Joint Commission 1813.

Jury fees 194-5, 2171.

Land development 736-41.
Languages/instruction 1513-4.
Leasing/leases 504-6, 548-9.
Loans/grants, students 1663-4, 1672-3.

Manufacturers/manufacturing 1831-2.
Maps, topographical 581.
Marinas 741.
Minorities/ethnic groups 1513-4.
Motor vehicle exhaust emissions 1829-30.
Museums 1726-7.

Natural resources/management 504-6.

Parks commissions 662-4.
Pensioners 2034-5.
Physical fitness 1542, 1553-4, 1573.
Planning, recreational 737-41.
Police cars 458-60.
Police training/qualifications 463.
Police weapons 462.
Pollution abatement equipment 1872-3.
Pollution, air 1813-4, 1834-5.
Pollution, Great Lakes system 1813-4.
Pollution, metal/chemical 779-81, 1820-1, 1896.
Pollution, thermal 1888.
Pollution, water 1820, 1891.
Publications, government 516, 1267.

Radiation, nuclear 1887.
Radio, Ryerson 1720.
Railways 1829-30.
Recreation/facilities 1552.
Recreational directors 1551-2.
Rehabilitation 1297-8, 1440-1.
Rent supplements/subsidies 1230.
Research, economic/social 1273-4.
Research, labour 2033-5.
Retarded, associations for 1600-2.
Retarded, facilities for 1585-6, 1600-2.
Retarded persons 1440-2, 1583-6, 1596, 1599-602.
Review boards, welfare 1207-8.

Safety committees 2090-1.
Safety, occupational 2090-1.
Safety, sports 1544-5, 1549, 1558.
Schools, community use 1579-80.
Schools, medical 1119.
Schools, nursing 1085.
Sewage treatment 1830-1, 1870.
Sewerage 1830-1.
Social/family services 1192, 1196.
Social workers/agencies 1441.
Sports/athletics 1127-8, 1542-5, 1549-53, 1558-9, 1571, 1674.
Student enrolment 1041.
Students, foreign 1076-7.
Students/graduates, nursing 1043.
Students/graduates, university 1076-7, 1086.
Students, part-time 1046.
Students' records/marks 1117-9.
Subsidies, book publishers 1685.

SWEEP programme 1807.
SWORD programme 527.

Tapes/cassettes 193-4.
Teachers, nursery school 1439.
Teachers, post-secondary 1044-5, 1637-8.
Television, educational 1705-6.
Tests, university admissions 1118.
Transportation cost/fares 1439.

Universities/colleges 1040-7, 1067.
Universities/colleges, open 1128, 1720.
Universities, foreign 1086, 1090.
University courses/degrees 1090-1.
University faculties 1044.

Vinyl chloride 1862.

Wage, minimum 1274-6, 1440, 2171.
Waste, industrial/liquid 504-6, 548-9,
1832-4.
Waste recycling 1956-60.
Welfare recipients 1196-7.
Welfare supplements 1202-3.
Women/girls 519, 1043-4.
Workers, skilled 1045-6.
Workshops, sheltered 1367-9, 1441.

Youth in Action 1553-5.
Youth leadership training 1550-1, 1553.

Newman, Hon. W. (P.C., Minister of Environment)

Advertising/publicity 1871.
Asbestos/asbestosis 1890-4, 1897.

Beryllium 1857.
Building demolition 1897.

Citizen groups/participation 1889.
Containers, aerosol 1862.
Containers, plastic 1946.
Containers, returnable/non-returnable
1953-7.

Decentralization/centralization,
government 1794-5.

Environmental hazards/control 1787-9,
1793-803, 1807, 1810.
Expropriation 1949, 1961-2.

Farms/farm lands 1938-40.
Feed processors, animal 1919.
Fertilizers 1865-6, 1925, 1927.
Fishing, commercial 1823, 1849.
Food processors/products 1935.
Ford Motor Co. 1835.
Freon 1793-4.

Gasoline/motor fuels 1946.

Hydro power/lines 1949.

International Joint Commission 1813-4,
1936-7.
Irrigation 1925-6, 1928-9.

Land acquisition, housing 1939-40.
Landfill 1901, 1922, 1925, 1931-2.
Lawyers, Ontario government 1799, 1961.
Legislative procedures 1961-2.

Manufacturers/manufacturing 1831-2.
Mines/mining 1879.
Motor vehicle exhaust emissions 1828-30,
1847-8, 1894-6, 1944.
Municipalities, unorganized 1868-9.

Noise levels/control 1793, 1862-4, 1880,
1898-904.

Parks, trailer 1852-3.
Pesticides/herbicides 1797.
Pits/quarries 1901-2.
Planning, economic 1881.
Planning, environmental 1807.
Plastic products disposal 1946.
Pollution abatement equipment 1872-3.
Pollution, air 1813, 1825-6, 1835-48, 1873-4,
1935-7.
Pollution, Great Lakes system 1788, 1813-5,
1933-7.
Pollution index/monitoring 1836-45, 1873-4.
Pollution, metal/chemical 1796, 1799,
1820-3, 1849, 1857, 1895-6.
Pollution, thermal 1888.
Pollution, water 1819-22, 1845, 1849-50,
1890-1, 1947.
Pulp/paper 1850-1, 1915.

Radiation, nuclear 1793-4, 1887-8.
Railways 1829-30.
Research, pollution/control 1861-2.

Septic/holding tanks 1827-8.
Sewage treatment 1810-2, 1858-60, 1867-9,
1905, 1910-1, 1924-9.
Sewerage 1811-2, 1875-8, 1924, 1930,
1932-3, 1938-43.
SWEEP programme 1804-7.

Trailers/mobile homes 1852-3.
Truckers/trucking industry 1847-8.

Union Carbide Limited 1872.

Vinyl chloride 1824-7, 1861-2, 1912-3.

Waste disposal 1931-2, 1953-60.
Waste, industrial/liquid 1832-3, 1850-1,
1904.
Waste recycling 1788, 1793, 1887-9, 1925-6,
1946, 1954-60.
Water/services 1852-3, 1866-70, 1875-7,
1882, 1890, 1908-11, 1924-5, 1927-33,
1938-44.

Nixon, Robert F. (L., Brant)

Cabinet/management board 1755-7.
Civil service 1755-7.
Collective bargaining 1755-7.

Strikes/lockouts 1756.

Wages/salaries 1758.

Ogilvie, R. (Ministry of Labour)

Employment, northwestern Ontario 2179.
Employment termination/notice 2176-81.

Mines/mining 2178-9.

Unemployment/layoffs 2176-82.

Hall Lamp Co. 2180.

Youth employment programmes 2013-7.

Orris, M. S. (Colleges and Universities)

Schools, polytechnical/technological 1124.
Students/graduates, nursing 1125.

Tuition fees 1124.

Parr, J. G. (Colleges and Universities)

Advertising/publicity 1067-8.

Research, academic 1106-8.

Basic income unit 1121-2.

Bursaries/scholarships 1126.

Schools, nursing 1650.

Schools, polytechnical/technological 1123.

Colleges of applied arts and technology
1132, 1625-8.

Students/graduates, university 1077,
1086-8.

Education costs/fees 1077.

Students, part-time 1666, 1668.

Frontier College 1084-5.

Students' records/marks 1118.

Grants, education/academic 1084-5.

Grants, research 1106-8.

Teachers, foreign 1096.

Teachers, post-secondary 1608, 1610.

Housing, student 1639.

Television, educational 1093.

Librarians 1625.

Libraries 1691.

Loans/grants, students 1662, 1668.

Tuition fees 1125.

Museums 1726.

Universities/colleges 1065, 1075.

Universities/colleges, open 1132, 1716.

Radio, Ryerson 1716.

Universities, foreign 1086.

University courses/degrees 1091.

University faculties 1087.

University presidents/council 1095-6.

Women/girls 1066.

Workers, skilled 1643.

Parrott, Dr. Harry C. (P.C., Oxford)

Dentists/services 1341-2.

Paterson, Donald A. (L., Essex South)

Environmental hazards/control 1836.

Septic/holding tanks 1827.

Pitura, L. (Ministry of Environment)

Pulp/paper 1914-5.

Waste, industrial/liquid 1914-5.

Powell, C. M. (Ministry of Attorney General)

Crown attorneys 168, 170-1.

Neilsen/Wentzell/Smith case 157-9.

Pukacz, E. K. (Ministry of Attorney General)

Assessment/reassessment 264.

Child care/welfare 149-50.

Compensation, crime victims 272-3.

Courts, supreme/high 152.

Crown attorneys 166-9, 172.

Divorces/separations 149.

Dow Chemical Co. 165-6.

Estates/wills 151-2.

Expropriation 266.

Guardian, official/ad litem 123, 146, 148-50.

Hearings, expropriation 269.

Justice, administration of 76.

Law foundation 135.

Lawyers 165-6.

Lawyers' fees/salaries 166.

Lawyers, Ontario government 172.

Legal aid/clinics 122-3, 129, 132, 135.

Pensioners 171.

Public trustees 151-2.

Review boards/courts, assessment 264.

Students/graduates, law 129.

Task force, legal aid 122, 125, 132.

Wages/salaries 77.

Pulsford, S. (Colleges and Universities)

Nursing assistants 1659-60.

Schools, nursing 1659-60.

Patterson, A. B. (Ministry of Environment)

Sewerage 1942.

Rathbun, W. A. (Transportation and Communications)

Communications/services 2372-6.

Telephone service 2372-6, 2383.

Satellites, space 2373-5.

Reid, T. Patrick (L.-Lab., Rainy River)

Accidents, industrial 2096-8.

Air carriers, regional 2435-8, 2447-8.

Arbitration/boards 1974-5, 1986, 2135-7.

Bankruptcies 1976, 1990, 2044-5.

Building demolition 2063-4.

Civil servants 1985-6.

Collective bargaining 1986, 1994, 2041, 2111-3, 2115.

Committee, resources development 943, 950.

Conciliation/mediation 2103-4, 2111-4.

Contracts, union 2001-3.

Credit unions 2045.

Daycare/centres 2184.

Employment, northwestern Ontario 2179-80.

Employment standards/branch 2157.

Employment termination/notice 2176-9.

Environmental hazards/control 1802-3.

Fines/penalties 1801.

Firefighters/firefighting 553-4.

Fishing, commercial 1031-2.

Forest industries/products 1026-9.

Forest resources/management 1026-8.

Historical sites/buildings 748.

Hours of work 2166-7.

Human rights code/commission 2141-3.

Indian bands/people 750.

Indian burial mounds 749-50.

Inflation 2001-3.

Inspectors/inspection, safety 2060-3, 2099.

Labour-management relations 1972-6,

1986-7, 1994, 2001.

Labour Relations Board 2128, 2133-4.

Lawyers 2128-30.

Logging/lumbering 496.

Manpower services, provincial 2003.

Mines/mining 943, 2178-9.

National Heritage Ltd. 721-2, 725-6.

NorOntair 2435-8, 2447-8.

Old Fort William 719-23, 725-6.

Pensions/pension plans 2040-1, 2044-5.

Pulp/paper 496, 1026-30.

Research, labour 2024-7, 2029.

Safety, occupational 2060-1, 2063-5, 2096-9.

Sawmills 1026-9.

Severance pay 2171.

Silicosis 943.

Subsidies, air transport 2433, 2435.

SWEEP programme 1804-6.

Tendering, air transport 2436.
 Tourist operators/outfitters 2023-4.
 Unemployment/layoffs 2176-9.
 Union certification 1973-4, 1987, 2128-9,
 2133-4.

Wage, minimum 2164, 2170.
 Wages/salaries 2023-5.
 Women/girls 1975-6, 2182-5.
 Workers 2111-2.
 Workers, women 2182-5.
 Workmen's compensation/board 1971.

Renwick, James A. (N.D.P., Riverdale)

Accidents, motor vehicle 418.
 Advertising, fraudulent/misleading 56.
 Appeals from statutory tribunals 38-42, 49.

Business competition/practices 55-9.

Cabinet/management board 20, 26-9, 37-42,
 48-50.

Citizen groups/participation 127.

Civil rights 38-42, 49.

Civil servants, senior 37, 1782.

Clerk, Legislative 1779.

Community centres 127-8.

Constitution 55-9.

Consumer prices 56.

Courts, division/small claims 89-90.

Crowd control 417, 422.

Detectives, private 408-10.

Electronic bugging 333-4.

Family/property law 89, 99-101.

Federal-provincial affairs 55-9.

Fingerprinting 334.

Firearms 321-3.

Hate propaganda 2147-53.

Human rights code/commission 2147-53.

Insurance, motor vehicle 101.

Justice, administration of 26-9.

Law enforcement 416-22.

Law reform/commission 88, 99-100.

Lawyers, Ontario government 87-8.

Legal aid/clinics 126-8.

Licences, gun 322.

Ombudsman 38-42, 48, 50.

Police 416-22.

Police commissions 446.

Police/court records 334.

Police interrogation 326-7.

Police, municipal/regional 326, 331-4,
 417-8, 420, 422.

Police, Royal Canadian Mounted 334.

Police, university 331-3.

Political parties/party system 1780-1.

Security guards 408-11.

Speaker, re the 1779-82.

Statutes/regulations, Ontario 38-42.

Strikebreakers/strikebreaking 408-9.

Task force, legal aid 126.

Task force, policing 416, 420-1.

Warranties/guarantees 56.

Western Guard 2147-53.

Women/girls 335.

Women's liberation 335.

Rhodes, Hon. J. R. (P.C., Minister of Transportation and Communications)

Access to roads 2328-30.

Accidents, motor vehicle 2268, 2481.

Advertising/publicity 2442-3, 2451-2.

Air carriers, regional 2416, 2424-5,
 2434-47, 2449.

Air services/aviation 2415-6, 2424-5.

Aircraft, STOL/VTOL 2449.

Airports/airstrips 2334, 2414-20, 2425,
 2448.

Bridges/overpasses 2293-4, 2327.

Bus passenger service 2368.

Buses, school 2272, 2462.

Canada Catering Co. 2287-9.

Caterers 2287-92.

Citizen groups/participation 2419.

Communications/services 2372, 2375-6.

Construction, highways/roads 2333-4,
 2393-4, 2401, 2410.

Dial-a-bus 2364-7.

Driver examiners/examinations 2457-9.

Drivers, young 2478.

Driving instructors/instruction 2478.

Driving record/demerit system 2459.

Expressways 2404-8, 2413-4.

Farm machinery 2401.

GO Transit service 2427-30.

GO Urban system 2266-7, 2274, 2341, 2343,
 2346-8, 2350-2, 2354, 2356-62, 2364.

Highway/road maintenance 2286, 2294-7,
 2308-9, 2311, 2313, 2316-20.

Highways, heritage 2481-2.

Highways/roads, northern 2265-6, 2272,
 2408-9.

Historical sites/buildings 2402.

Krauss-Maffei 2266-7, 2274, 2341-3, 2396-8, 2350-2, 2354, 2356-62.

Land acquisition, highway 2420.

Licences, drivers 2458-9.

Licences, PCV 2471-2, 2475.

Metro Centre plan 2384-7.

Noise levels/control 2409.

NorOntair 2434-7, 2440-7, 2449.

Ontario Northland Railway/Commission 2451-6.

Parking facilities/tickets 2408.

Rail passenger service 2277-8, 2428, 2456-7.

Railways 2276-8, 2395-6, 2400.

Rights of way 2326.

Road salt 2295.

Road signs/traffic lights 2310, 2426, 2479.

Roads boards 2316.

Roads, county/township 2335-6, 2388, 2390, 2396-401.

Roads, municipal/regional 2392.

Safety, highway 2266, 2296-7, 2313, 2477.

Safety, motor vehicle 2271-3, 2475-6.

Satellites, space 2375.

Seatbelts 2271-2.

Service centres, highway 2420-2.

Speed limits 2266, 2475-6, 2479.

Subsidies, air transport 2433, 2435.

Subsidies, public/rapid transit 2321-2, 2394.

Subsidies, railway 2456-7.

Subsidies, road 2317-20, 2335, 2388, 2390, 2396-401.

Telephone service 2372, 2375-6, 2383.

Tires 2306-7.

Tolls 2292-3.

Transit, public/rapid 2266-7, 2274-5, 2341, 2346-7, 2365-6, 2394-5.

Transportation 2261, 2265-7, 2271-8.

Transportation Development Corp. 2341-2, 2362-3, 2370.

Transportation, hazardous products 2274.

Transportation planning/studies 2305, 2333-4, 2365, 2368.

Transportation terminals 2384-7.

Truckers/trucking industry 2272-5, 2468-73, 2475, 2477.

Tunnels 2330-3.

Richardson, R. J. (Natural Resources)

National Heritage Ltd. 725-6.

Old Fort William 711, 725-6.

Riddell, Jack (L., Huron)

Assessment/reassessment 2241.

Assessors 2235-6.

Tax exemptions 2208.

Tax, land transfer 2208.

Retarded persons 1355.

Ringham, L. (Natural Resources)

Forest rangers, junior 529.

Squatters 607.

Indian youth/children 529.

Water levels, inland 551-2.

Roedde, W. A. (Colleges and Universities)

Libraries 1692, 1723.

Ronan, G. (Ministry of Environment)

Fishing, commercial 1849-50.

Pollution, metal/chemical 1822-3, 1849-50.

Pollution, water 1822-3, 1849-50.

Rollins, Clarke T. (P.C., Hastings)

Committee, resources development 960.

Cottagers/cottages 698.

Parks commissions 727, 730, 732.

Parks, provincial 698.

Forest resources/management 1008.

Pollution, air 1846-9.

Historical sites/buildings 727, 732.

Sawmills 1008.

Motor vehicle exhaust emissions 1846-9, 1895.

Truckers/trucking industry 1846-9.

Root, John (P.C., Wellington-Dufferin)

Aircraft, Ontario government 563.

Collective bargaining 1995-6.

Committee, resources development 943.

Conservation authorities 641-3.

Crown land 533.

Driver examiners/examinations 2458.

Drivers, young 2479-80.

Expressways 2421.

Farms/farm lands 702-3.

Feed processors, animal 1919-21.

Forest rangers, junior 521.

GO Transit service 2430.

Highway/road maintenance 2313-4, 2324.

Historical sites/buildings 730.

Indian bands/people 533.

Insurance, motor vehicle 2479-80.

Landfill 702, 1922.

Licences, drivers 2458.

Noise levels/control 879.

Ontario Northland Railway/Commission 2452.

Parks commissions 730.

Parks, provincial 702-3.

Pits/quarries 611-2.

Publications, government 517.

Pulp/paper 1914.

Reservoirs, water 1921.

Road signs/traffic lights 2426.

Roads, county/township 2400.

Sewage treatment 703.

Sewerage 1878.

Subsidies, road 2324, 2400.

Truckers/trucking industry 2473.

Wages/salaries 1996.

Waste disposal 1922.

Waste, industrial/liquid 1914, 1919-21.

Waste recycling 1919-20.

Water/services 1921.

Rose, D. W. (Ministry of Labour)

Arbitration/boards 2135-8.

Roy, Albert J. (L., Ottawa East)

Appeals from statutory tribunals 47-8.

Cabinet/management board 34-6.

Civil rights 47-8.

Coroners/inquests 289-91.

Credit companies/bureaus 289.

Criminology/centres 341, 355-6.

Dow Chemical Co. 164.

Drug trafficking 292-3.

Electronic bugging 287-8, 334.

Fingerprinting 289, 330, 1259-60.

Firearms 327-8.

Forensic centre/personnel 293.

Gambling 292-3.

GO Urban system 2347, 2354-6, 2358-60.

Income groups, low 1263-4.

Indian police 291.

Information services, government 343.

Judges 287-8.

Jury fees 289-90.

Justice, administration of 34-6, 47-8.

Krauss-Maffei 2347, 2354-6, 2358-60.

Law enforcement 284-93, 306.

Legal aid/clinics 324-6, 1262-4.

Minorities/ethnic groups 291.

Neilsen/Wentzell/Smith case 156-9.

Offenders, young 329-30.

Pinball machines 285-7.

Police, bilingual 291.

Police commissions 287-8, 306-7.

Police complaint bureau 289-90, 328-9.

Police/court records 288, 329-30.

Police interrogation 324-6.

Police, municipal/regional 306, 324-6, 328-9.

Police, provincial 291-2, 325.

Police, Royal Canadian Mounted 328.

Policing costs 292.

Research, criminology/policing 338-41, 346, 352-6.

Statutes/regulations, Ontario 47-8.

Task force, policing 352-4.

Welfare recipients 1259-60, 1263.

Russell, A. A. (Ministry of Attorney General)

Court reporters 194, 241.

Courts, division/small claims 254-5.

Jury fees 194.

Justices of the peace 257, 261-2.

Tapes/cassettes 194.

Ruston, Richard F. (L., Essex-Kent)

Accidents, motor vehicle 2480-1.
Airports/airstrips 2334.

Bail 260.
Bills, drafting of 191.
Buses, school 2265, 2462.
Bypasses 2324.

Caterers 2290.
Construction, highways/roads 2262.
Courts, division/small claims 254-5.

Dial-a-bus 2366.
Dikes/diking 680-1.
Drivers examiners/examinations 2457-60.
Drivers, young 2459-60.

Environmental hazards/control 1808-10.
Expressways 2421-2.

Freight/trucking rates 2264.

GO Urban system 2264-5, 2287.

Highway interchanges/intersections 2421-2.
Highway/road maintenance 2294-5, 2297.
Highways/roads, northern 2262.

Income groups, low 130-1.

Juries/jury system 195-6.

Krauss-Maffei 2264-5, 2287.

Lawyers' fees/salaries 130-1.
Legal aid/clinics 130-1.
Licences, drivers 2459-60.
Licences, PCV 2471-2.

Ontario Northland Railway/Commission 2453-5.

Parks, municipal/regional 680-1.

Road signs/traffic lights 2263, 2265, 2426.
Roads, county/township 2387-9.

Safety, highway 2262-3.
Service centres, highway 2422.
Sewage treatment 1808-10.
Speed limits 2262-3.
Statutes/regulations, Ontario 191.
Subsidies, road 2387-9.

Telephone service 2450.
Telephone Service Commission 2450.
Transit, public/rapid 2264-5.
Transportation 2262-5.
Transportation planning/studies 2381.
Truckers/trucking industry 2470-2.

Water levels, Great Lakes 658.

Rutherford, D. (Community and Social Services)

Children, adopted/foster 1492.
Guardian, official/ad litem 1492.

Welfare assistance, general 1203.
Welfare supplements 1203.

Sacco, M. (Ministry of Environment)

Sewage treatment 1859-60.

Salbach, S. E. (Ministry of Environment)

Asbestos/asbestosis 1891.

Pollution, water 1891.

Sargent, Edward (L., Grey-Bruce)

Airports/airstrips 672.

Cabinet/management board 1760-1.
Caterers 2291.
Civil service 1760-1, 1763.
Civil Service Commission 1767.
Construction, highways/roads 2304-6.
Consultants/consulting services 1768-70.

Decentralization/centralization,
government 507-8.
Dow Chemical Co. 163-4.

Flooding/control 490.
Forest regeneration/reforestation 504, 529.
Freight/trucking rates 2280-1.

Highway/road maintenance 2283-6, 2317-8.

Information services, government 512-3.

Jury fees 301.

Land acquisition, escarpment 670-1, 674.
Land acquisition, natural resources 670-2,
674.

Mines/mining 489-90, 496.

Natural resources/management 501-2, 507,
529.

Natural resources personnel 511-2, 517,
519.

Purchasing, central 515-6, 1765-6.
Purchasing, government 1764-5.

Recreation/facilities 672-3.
Road salt 2295.

Subsidies, public/rapid transit 2321-2.
Subsidies, road 2317-8.

Tax, mining/revenue 489-90, 496.
Tires 2306-7.
Tolls 2292-3.
Tourist attractions 670-2.
Transportation 2279-81.
Truckers/trucking industry 2280-1.
Wages/salaries 1760-1, 1763, 1767.

Scott, F. N. (Provincial Auditor)

Auditor, provincial 1741-4.
Auditor's report, provincial 1743.

Post-audit system 1741.

Scott, J. (Ministry of Labour)

Forest rangers, junior 2175.
Hours of work 2166-7.

Wage, minimum 2174-5.
Wages/salaries 2172.
Women/girls 2172.

Scott, J. R. (Management Board)

Civil service 1759-60, 1763-4.
Collective bargaining 1759, 1763-4.

Labour Relations Board 1764.
Wages/salaries 1759-60.

Scott, R. V. (Natural Resources)

Northern affairs officers/offices 522-4.

Scrivener, Mrs. Margaret (P.C., St. David)

Radio, Ryerson 1716-20.

Universities/colleges, open 1718-20.

Secord, R. E. (Community and Social Services)

Grants, sports 1541-4, 1571.
Physical fitness 1543.
Recreational directors 1551-2.
Safety, sports 1544.

Sports/athletics 1541-4, 1550, 1553, 1559-60,
1562-3, 1570.
Women/girls 1562-3.
Youth leadership training 1550-1.

Shannon, J. A. (Natural Resources)

Hunting/trapping 760, 762.

Licences, hunting/fishing 760.

Sharpe, K. H. (Ministry of Environment)

Asbestos/asbestosis 1890-1.
International Joint Commission 1813.
Parks, trailer 1853.
Planning, economic 1881.
Pollution, air 1937-8.
Pollution, metal/chemical 1821.

Pollution, water 1890.
Sewage treatment 1867, 1882.
Trailers/mobile homes 1853.
Vinyl chloride 1826-7.
Water/services 1853, 1882-3, 1889-90.

Shenfeld, L. (Ministry of Environment)

Motor vehicle exhaust emissions 1913.
Pollution, air 1837-40, 1913.

Pollution index/monitoring 1837-40, 1913.
Pollution, metal/chemical 1895-6.

Shoniker, E. J. (Transportation and Communications)

Leasing, vehicles 2463.
Licences, PCV 2472.

Truckers/trucking industry 2463, 2472.

Shulman, Dr. Morton (N.D.P., High Park)

Coroners/inquests 407.

Forensic centre/personnel 373.

Emergency measures 375-6, 378, 383-6.

Singer, Vernon M. (L., Downsview)

Accidents, motor vehicle 235.
Alcohol abuse/addiction 20.
Appeals from statutory tribunals 44.

Betting, offtrack 31.
Business competition/practices 59.

Cabinet/management board 3-4, 12-3, 19,
23, 43-5.

Chemical weapons 431-2.

Child care/welfare 139-40.

Civil rights 43.

Committee, government productivity 3-4.

Compensation, expropriation 267-8.

Court reports 241-2.

Courthouses/court facilities 102, 223.

Courts, administration of 101-2, 216-21,
234-6, 241.

Courts, provincial/county/district 235-6.

Courts, supreme/high 235-6.

Criminology/centres 341-2.

Crown attorneys 166-71, 227.

Divorces/separations 235.

Dow Chemical Co. 159-66.

Electronic bugging 430, 432.

Emergency/first aid services 369.

Emergency measures 373-8, 383-4.

Estates/wills 150-1.

Expropriation 266-8.

Family/property law 98-9, 140.

Federal-provincial affairs 59-60.

Fire marshal 403.

Fire prevention/protection 403-4.

Firearms 320-3, 431-2.

Fishing, commercial 161-2.

Forensic centre/personnel 370-1.

Government organization/reorganization
3-4, 12-3.

Government spending 3-4, 336-45, 367.

Guardian, official/ad litem 139-40, 146-7,
149-50.

Hearings, expropriation 266-8.

Hearings of necessity 268.

Hospital negligence 147.

Housing Corporation, Ontario 112-4.

Information services, government 336-8,
342.

Insurance costs/premiums 104-5.

Insurance, motor vehicle 103-5.

Judges 216-21, 447.

Judges, provincial/county/district 235-6.

Judges, supreme/high court 235-6.

Juries/jury system 235.

Jury fees 222.

Justice, administration of 3-4, 12-3, 19-22,
31, 37, 43-5, 59-60.

Justice secretariat personnel 63-9.

Law reform/commission 97-9, 101-3.

Lawyers 165-6.

Lawyers' fees/salaries 166.

Lawyers, Ontario government 166.

Ombudsman 42-4.

Pensioners 171.

Police 12, 437-8.

Police brutality/harassment 422-7, 444-5.

Police college 438.

Police commissions 367, 422-7, 429-31, 433,
446-9.

Police communications/facilities 439-40.

Police complaint bureau 422-7.

Police information/centres 432-3.

Police, municipal/regional 333-4, 366-7,
423-7, 430-2.

Police, provincial 430, 439-40.

Police, university 332-3.

Public trustee 140-1, 150-1.

Quorum 141.

Research, criminology/policing 338-42,
354-5, 433-4.

Review boards/courts, assessment 264.

Sheriffs 242-3.

Statutes/regulations, Ontario 43-4.

Sunday observance 323-4.

Task force, policing 339, 366-8, 422-3,
446-50.

Translators/interpreters 242, 342.

Workers, handicapped/disabled 147.

Sisco, N. H. (Colleges and Universities)

CAAT governors/boards/councils 1614-6,
1632-3, 1635, 1637, 1649, 1653.
Collective bargaining 1632-3, 1635, 1637.
Colleges of applied arts and technology
1613-6, 1623-5, 1648-9.

Education, adult 1648.

Retraining 1648.

Student enrolment 1616, 1619.

Teachers, post-secondary 1614-6, 1632-3,
1635, 1637.

Universities/colleges, open 1614.

Sloan, J. R. (Natural Resources)

Buy Canadian policy 729.

Historical sites/buildings 727-32.

Parks commissions 727-32.

Smith, Gordon E. (P.C., Simcoe East)

Estimates, re the 1141.

Grants, education/academic 1908.

Student enrolment 1089-90.

University courses/degrees 1090.

Smith, John R. (P.C., Hamilton Mountain)

Indian women 1182-3.

Information services, government 1167.

Review boards, welfare 1201-2.

Social/family services 1167, 1175-6, 1191.

Welfare, municipal/regional 1175-6.

Welfare recipients 1175-6.

Smith, Richard S. (L., Nipissing)

Advertising/publicity 2442-3, 2451.

Aged, homes for 1358.

Aged/senior citizens 1357-8.

Air carriers, regional 2437-47.

Assessment/reassessment 2233-4, 2240-1.

Campsites/camping 622-3.

Children, retarded 1358-61.

Daycare/centres 1391, 1394-5.

Decentralization/centralization,
government 1176-7.

Election officers/poll clerks 1782-3.

Family/welfare benefits 1169.

Grants, social service 1357-61.

Income, guaranteed 1355, 2243-6.

Land acquisition, natural resources 624-6,
630-1.

Land subdivision 634.

Land-use permits 622-3.

Municipal planning/studies 634-5.

NorOntair 2439-47.

Ontario Northland Railway/Commission
2451-6.

Parks, provincial 625, 629.

Pits/quarries 628-9.

Rail passenger service 2456-7.

Retarded, facilities for 1358-61.

Retarded persons 1356, 1358-60.

Review boards/courts, assessment 2233.

Subsidies, railway 2456-7.

Tourist operators/outfitters 622-3.

Welfare assistance, general 1177-8, 1180.

Welfare, municipal/regional 1176-80.

Welfare recipients 1169.

Workshops, sheltered 1358.

Smith, W. G. (Community and Social Services)

Family/welfare benefits 1294, 1307.

Income groups, low 1307.

Income, guaranteed 1307.

Mothers, working 1307.

Room/board 1317.

Social workers/agencies 1309.

Smithies, M. (Community and Social Services)

Consumer prices 1258.

Dietitians/nutrition 1246-55, 1258.

Food costs 1246-56, 1258.

Food prices 1255-6.

Welfare recipients 1248, 1258.

Spence, John P. (L., Kent)

Airports/airstrips 2426.

Conservation authorities 638-9.

Farm woodlots 990.

Fishing, commercial 768-9, 1823.

Highways, heritage 2426.

Land acquisition, natural resources 704.

Landfill 1901-2.

Loans, fishermen 768.

Parks, provincial 693-4.

Pesticides/herbicides 1796-7.

Pits/quarries 971-3, 1901-2.

Pollution, water 768-9.

Railways 704.

Road salt 2295.

Roads, county/township 2335-6, 2390.

Subsidies, road 2336, 2390.

Stevenson, J. (Community and Social Services)

Daycare/centres 1436-7, 1439.

Teachers, nursery school 1439.

Stokes, Jack E. (N.D.P., Thunder Bay)

Accidents, industrial 2099.

Air carriers, regional 558-9.

Aircraft 378.

Aircraft, Ontario government 556-61.

Airports/airstrips 494-6, 549-50, 1529-31.

Assessment, land/tax 631.

Bounties 792.

Buy Canadian policy 1030.

Campsites/camping 619.

Children, adopted/foster 1492.

Civil servants 538.

Communications/services 2372-7.

Community centres 1564-6.

Conservation authorities 656-8.

Conservation officers/game wardens 753-6, 764.

CORDS study 668-70.

Crown attorneys 308.

Crown land 531-3, 538, 619, 631.

Daycare/centres 1405, 1472-3.

Decentralization/centralization, government 490-3.

Dietitians/nutrition 3109.

Doctor/dentist shortage 1113-6.

Emergency measures 378-9, 514.

Family, single parent 1309.

Firefighters/firefighting 549-50, 552-3, 564.

Fish/management 782-90.

Fishing, commercial 781-6, 1538, 1849-50.

Fishing, sport 753-5, 783-4, 788.

Flooding/control 656-8.

Forest fires 549-50, 552-3, 564.

Forest industries/products 989, 992-1000, 1003, 1007-9, 1021.

Forest rangers, junior 528-9.

Forest regeneration/reforestation 992-3, 996, 999, 1009, 1014-9, 1030-1.

Forest resources/management 992-9, 1005-9, 1013-9, 1030-1.

Foresters/forests division personnel 506-7, 993-6, 1013-5.

Geographical names 580.

Grants, community projects/centres 1563-7.

Guardian, official/ad litem 1492.

Highway/road maintenance 565, 2381-2.

Highways in the Sky programme 494.

Highways/roads, northern 494, 564-6, 572-6.

Historical sites/buildings 728-9.

Hovercraft 742-3.

Hunting/trapping 753-6, 790-2.

Hydro generating stations 696-7.

Indian bands/people 450-1, 493-5, 564, 782, 790-3, 1520-5, 1527-38.

Indian commercial projects 790-3, 1527-9, 1534-5.

Indian lands/reservations 1538.

Indian police 450-1.

Indian teachers/students 1524-5, 1532-3.

Indian youth/children 528-9.

Information services, government 514, 1507-8.

Inspectors/inspection, safety 2099.

Land acquisition, natural resources 624-6.

Land patents 629.

Land, recreational 624.

Land subdivision 609, 631-3.

Land use/planning 531-3.

Loans/grants, Indian groups 1520-5,
1528-33.
Lottery system, Crown Land 538.
Mining claims/rights 629.
Motor vehicles, all-terrain 742-3.
Municipal planning/studies 632-3.
Municipalities, unorganized 632-3, 1507-8,
1868-70.
Museums 1725-7.
Natural resources/management 490-3.
Natural resources personnel 490-3.
Northern affairs officers/offices 521-3.
Parks commissions 728-9.
Parks, national 676.
Parks, provincial 625-7, 694-5.
Parks, trailer 1851-3.
Patronage 1567-8.
Pits/quarries 627-8.
Police, municipal/regional 308.
Police, provincial 308.
Pollution, metal/chemical 781-4, 1849-50.
Pollution, water 735.
Pulp/paper 572, 1030, 1850-1.
Recreation/facilities 668-70, 694-5, 1564-7.
Recreational directors 1563-4, 1566.
Research, forestry 1013, 1031.
Research, pollution/control 1866.
Reservoirs, water 550.

Roads to resources 565, 572-6, 596.
Safety, occupational 2099.
Satellites, space 2373-5.
Sawmills, 994-8, 1003, 1021, 1025.
Schools, medical 1113-6, 1119-20.
Sewage treatment 1866-9.
Snowmobiles 682, 742-3.
Social planning councils 1508.
Sports/athletics 1563-6.
Students/graduates, university 1113-6,
1119-20.
Students' records/marks 1113-6, 1119-20.
Stumpage dues 996.
Surveyors/surveys, land 531-2, 579-80.
SWEEP programme 528-9.
Tax, gasoline/motor fuels 1534.
Telephone service 2372-7.
TORPS study 668-70.
Tourist attractions 670.
Trailers/mobile homes 1851-3.
Waste, industrial/liquid 1850-1.
Water levels, Great Lakes 550-1.
Water levels, inland 540-2, 550-1.
Water resources, northern 540-2, 550.
Water rights/rentals 540-1.
Water/services 1851-3, 1866-9.
Wilderness areas 735.
Wildlife/management 753-6, 764-5, 790-1.
Workers, casual/temporary 695.

Stoodley, G. A. (Ministry of Revenue)

Mortgages/companies 2205.

Tax, land transfer 2205.

Sutherland, D. A. (Transportation and Communications)

GO Transit service 2427-9.

Tarleton, M. L. (Colleges and Universities)

Employment, summer/student 1679-85.

Taylor, James A. (P.C., Prince Edward-Lennox)

Daycare/centres 1479.

Timko, J. (Ministry of Environment)

Sewage treatment 1859.

Timmerman, N. W. (Ministry of Solicitor General)

Aircraft 378.

Fire equipment/vehicles 386.

Emergency measures 373-9, 384-9.

Flooding/control 387-8.

FLQ 387.

Toza, M. (Ministry of Environment)

Water/services 1911.

Ward, A. A. (Transportation and Communications)

Highway/road maintenance 2308, 2316.
Roads, county/township 2388-9, 2398.

Subsidies, road 2318, 2335, 2388-9, 2393, 2398.

Wardle, Thomas A. (P.C., Beaches-Woodbine)

Fire equipment/vehicles 394, 402.
Fire prevention/protection 394-5, 402.
Firefighters/firefighting 401.

Insurance costs/premiums 402.
Tax collection 2201.
Tax, sales 2201.

Webster, G. A. (Ministry of Labour)

Lawyers, Ontario government 2022.

Youth employment programmes 1995.

Welch, Hon. Robert (P.C., Provincial Secretary for Justice, Attorney General)

Alcohol abuse/addiction 20-1.
Bail 260.
Betting, offtrack 33.
Bilingual services, government/courts 138.
Bills, drafting of 186-7, 191.
Cabinet/management board 12-3, 19-26, 29-31, 34, 36.
Child care/welfare 145-6, 275.
Children, handicapped 86.
Civil rights 50, 85.
Civil servants, senior 37.
Commission, private members' role 51.
Committee, government productivity 12-3.
Committee, statutory powers rules 85-6.
Compensation, crime victims 272-5.
Compensation, expropriation 269.
Court reporters 194, 241.
Courthouses/court facilities 193, 197-9.
Courts 61.
Courts, administration of 82, 108-9, 199-202, 217-8, 220-1, 239-40.
Courts, appeal 254.
Courts, division/small claims 254.
Courts, juvenile/family 37, 173.
Courts, supreme/high 239.
Crown attorneys 168-77, 228.
Disclosure, public/financial 73.
Dow Chemical Co. 159-64.
Expropriation 267-70.
Family/property law 108-10, 146.
Family/welfare benefits 145.
Federal-provincial affairs 59.
Government organization/reorganization 12-5.
Guardian, official/ad litem 145-7, 149.

Hearings, expropriation 267, 269.
Hearings of necessity 268.
Hospitals, psychiatric/mental 133-4.
Housing Corporation, Ontario 113.
Judges 131, 199-201, 217-8, 220-1.
Juries/jury system 202.
Jury fees 194-6, 199.
Justice, administration of 3, 12-5, 19-26, 29-37, 50-1, 74.
Justice secretariat personnel 63-9, 71.
Justices of the peace 256, 261.
Law reform/commission 99, 108-10.
Law society 133-4.
Lawyers 166.
Lawyers' fees/salaries 131.
Legal aid/clinics 119-20, 123-4, 129-34.
Members'/ministers' facilities 191.
Mental health/illness 133.
Municipal Board, Ontario 276, 278.
Neilsen/Wentzell/Smith case 153-9.
Offenders, young 275.
Ombudsman 39, 50.
Pensioners 171.
Plea bargaining/discussions 178.
Police 12.
Powers of attorney 108.
Publications, government 76.
Research, justice 82.
Review boards/courts, assessment 263-5.
Sheriffs 244.
Statutes/regulations, Ontario 186-7, 191.
Students/graduates, law 129, 170.
Task force, legal aid 124-5, 132.
Traffic violations 197.

Welldon, W. (Community and Social Services)

Indian bands/people 1519.

Wilson, B. A. (Colleges and Universities)

Grants, education/academic 1094.

University courses/degrees 1089.

Research, academic 1108.

University presidents/council 1094.

Wilson, D. (Ministry of Environment)

Research, pollution/control 1861-2.

Vinyl chloride 1861-2.

Wilson, F. L. (Ministry of Solicitor General)

Emergency/first aid services 368.

Forensic centre/personnel 371.

Fire equipment/vehicles 390.

Winkler, Hon. E. A. (P.C., Chairman, Management Board of Cabinet)

Cabinet/management board 1747, 1754,
1761, 1771.

Civil service 1754-63.

Collective bargaining 1757-60.

Consultants/consulting services 1768.

Planning, Programming, Budgeting system
1772.

Purchasing, central 1765-6.

Purchasing, government 1764-6.

Elections/by-elections 1754-5.

Wages/salaries 1758-9.

Labour Relations Board 1764.

Workers, casual/temporary 1757.

Wiseman, Douglas J. (P.C., Lanark)

Bounties 763.

Hunting/trapping 761.

Campsites/camping 704-6.

Compensation, farmers 761.

Conservation authorities 530.

Conservation officers/game wardens 753,
761.

Licences, hunting/fishing 762-3.

Natural resources/management 502, 511.

Natural resources personnel 493.

Farms/farm lands 702.

Fishing, sport 762-3.

Forest rangers, junior 519.

Parks commissions 732.

Parks, provincial 702, 704-6.

Parks, trailer 706.

Hansard/reporting service 1778.

Safety, farm 2049.

SWORD programme 527.

Worton, Harry (L., Wellington South)

Licences, PCV 2473-4.

Tax, land transfer 2207-10.

Tax exemptions 2207-10.

Tax, racetracks 2202.

Tax, land speculation 2206.

Truckers/trucking industry 2473-4.

Wright, B. (Ministry of Attorney General)

Dow Chemical Co. 160-2.

Yakabuski, Paul J. (P.C., Renfrew South)

Committee, resources development 949.

Mines/mining 949-50.

Health, industrial 949-50.

Safety, mine 949-50.

Young, Fred (N.D.P., Yorkview)

Advertising/publicity 2452.
Air carriers, regional 2433-5.
Alcohol abuse/addiction 2008-9.
Assessment/reassessment 2219-20.
Bus passenger service 2366.
Certificates, mechanical fitness 2460-1.
Dial-a-bus 2367.
Driver examiners/examinations 2457.
Emergency measures 383-8.
Expressways 2408.
Fire equipment/vehicles 386, 389-95.
Fire marshal 389-91.
Flooding/control 387-8.
GO Transit service 2427-8.
Hours of work 2033.
Income, guaranteed 2242-3.
Inspectors/inspection, motor vehicles 2460-1.

Krauss-Maffei 2350.
Leasing, vehicles 2462-3.
Minorities/ethnic groups 2242.
NorOntair 2433-5.
Parking facilities/tickets 2408.
Pollution, water 1819-21.
Provincial savings office 2254-6.
Publications, government 2242-3.
Rail passenger service 2428.
Sewerage 1940-3.
Subsidies, air transport 2435.
Tax collection 2200-1.
Tax, sales 2200-1.
Transit, public/rapid 2348.
Transportation Development Corp. 2370-1.
Truckers/trucking industry 2462-3, 2467-70.
Water/services 1940-3.

Yurchuk, N. (Ministry of Revenue)

Income, guaranteed 2243-6, 2251.

Minorities/ethnic groups 2243.

Zarfaz, D. E. (Community and Social Services)

Children, retarded 1589-90, 1597-8.
Employment, retarded 1597.
Homes for special care 1584-7.

Retarded, facilities for 1581, 1583-7,
1589-90, 1598.
Retarded persons 1581, 1583-7, 1589, 1597.

BINDING SECT. AUG 18 1960

GOVT PUBNS



3 1761 11466839 5